Oakville MFC
Drumquin Park
Rules (2025)

MAAC Approved June 16, 2025

The following rules package must be available to all RPAS Pilots while operating RPAS at this site, either electronically or in print. Nothing in these rules relieves the RPAS pilot of their individual CAR compliance requirements.

Administrative Rules

Club: Oakville MFC (#28, Zone L)

Field Name: Drumquin Park

Location: 185 Britannia Rd, Milton, ON L9T 7G5

Pilot Station Coordinates: 43° 32' 0.74" N, 79° 47' 12.98" W

Contact(s): Pete McKenzie, MAAC# 83683, President
president@omfc.org 647-297-3493

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of OMFC, or an invited guest of OMFC 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. Guest and Spectators.
   a) A member may have guest/(s) but such guest must be escorted by the member at all times while they are in any restricted area.
   b) The pit area, flying field and any other area which is beyond the restricted visitor signs are restricted areas to the public.
2. All vehicles are restricted to the designated parking area of the field. The Executive committee or event director will designate the areas for parking.
3. All pets must be on leash or secured otherwise by the owner/guardian.
4. A copy of the rules will be available to all visiting pilots either in hardcopy or electronically.
5. There will be an onsite briefing before the event to be conduct by the officer nominated by the planning committee. All participants must sign a document that they have read the briefing document or have attended a safety briefing, is current with MAAC, and a current RPAS which will be kept by the club.
6. The hours of operation is sunrise to 11:00 pm. Any flights at night will require adequate lighting.
7. These rules will be reviewed bi-annually and updated if needed by the club executive.

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:

Drumquin Park, 185 Britannia Rd, Milton, ON L9T 7G5.

1. **Location of fire extinguishers, first aid kits**

   The first aid kits, and ABC fire extinguishers are located in the club members shed which all members have access to. The safety officer is responsible to maintain these items and will periodically inspect them to ensure they are current.

   Signs are erected stating the location of fire extinguisher and first aid kit.

   If the public is attending and event, the shed (with safety items) must be open while models are being operated.

Modelling Rules

MAAC Approved Modelling Categories

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

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	400’agl
RPAS	25kg or less	400’agl
Tethered (Control-Line)	4kg/.75ci	1 flying circles
Free flight	<2kg stick & tissue rubber power	400’agl
Model Rockets	<1.5kg/C engines	400'agl
Surface Vehicles	15kg/20cc	

MAAC Approved Site Add-ons

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

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight	Not approved	
RPAS Altitude		
RPAS Altitude and Weight		
RPIC		

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements.
2. RPAS CAR requirements – There are no special CAR restrictions on RPAS models.
3. Club/Site/Event requirements - This site is in a noise sensitive area and all internal combustion (IC) powered models must be muffled and checked for excessive loudness. No model louder than 98db measured at 3ft, is permitted.

RPAS Pilot/operator qualifications or requirements

1. mRPAS do not require an RPAS operators' certificate however are regulated under CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight**. Compliance with MAAC safety code and club rules meets all requirements.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have BASIC RPAS certification.
3. Club/Site/Event Requiremenst - All mRPAS Pilots have MAAC Wings. There are no other qualification requirements for other modelling categories.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - None.
3. Club/Site/Event requirements - Spotters shall be used at any time there are 4 or more pilots stations in operation, and for any events where non-club members are present. Helper and mechanic use are up to each individual member to decide.

Crew Rules

Visual Observers (VO)

1. Visual observers (VO) are mandatory for all events where the public is invited. When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
   e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.

2. 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:

    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 of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice "AIRPLANE". **If in doubt, issue the warning.**
    c. Upon hearing this command, all pilots shall descend to as low an altitude as safely possible, and if required, land. The goal is to vacate the airspace vertically and then determine if RPA can continue to operate safely.
    d. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response. Members operating near/off aerodromes have different specific response requirements.
    e. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice "ALL CLEAR".
    f. 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.
    g. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

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

RPIC – RPAS Pilot in command

Not Approved

Instructors/Demo flights

All demo flights will be conducted by an instructor and any other person. The instructor must be a member of the OMFC, and so designated by the club. Any flight where a non RPAS holdler is invited to participate, the non RPAS holder must be on a buddy box.

Spotters

Spotters will be used when the public is invited to attend and when more than 4 RPAS are being operated. Spotters watch for other RPA models, people on the field, and spectators.

Airspace requirements or permissions

This site is located in uncontrolled Class G airspace. The nearest controlled airspace vertically is Class E Transition Area at 700'agl.

The nearest controlled airspace laterally is CYYZ Class C control zone located 4.2 nm NE of the site.

Field elevation is 660'.

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.

   NAV CANADA 56-Day Publication schedule - ensure you complete a new RPAS Wilco Site Survey on these dates:

2025	2026	2027	2028
20-Feb-25	22-Jan-26	18-Feb-27	20-Jan-28
17-Apr-25	19-Mar-26	15-Apr-27	16-Mar-28
12-Jun-25	14-May-26	10-Jun-27	11-May-28
07-Aug-25	09-Jul-26	05-Aug-27	06-Jul-28
02-Oct-25	03-Sep-26	30-Sep-27	31-Aug-28
27-Nov-25	29-Oct-26	25-Nov-27	26-Oct-28
	24-Dec-26		21-Dec-28

2. The MAAC mandated minimum weather conditions to commence or continue MAAC RPAS operations are:
   a. no cloud ceiling (BKN or OVC) estimated at 1000’ AGL if the site approved altitude is less than 400’, or less than 1000’ above any higher site approved altitude, and
   b. the RPA will be able to remain 500’ vertically and 1 statute mile (sm) horizontally clear of any cloud, and
   c. an estimated horizontal visibility of 3 sm (5 km) 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. MAAC endorses the use of a single shared RPAS Wilco site survey provided:

f. 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.
g. All site survey information is readily available to all RPAS pilots on site (electronically or in print).
h. 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.
i. Members must each visually confirm no changes to site obstructions, local obstacles and that weather conditions stipulated in any MAAC requirements are met.

4. **Night operations** Members shall not operate an RPAS at night unless it is brightly lit, weighs less than 25kg, and remains below 400'agl. Members shall use the local weather channel time to determine legal night.

5. **Formation Flying** 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. **Diagram of normal site set-up -**Map 1 below shows the layout of the field. The normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances are included. The MAAC minimums reqirement are as follows:
   a. Flight line to: pilot stations 7m, to pits 10m, to spectator and parking 30m.
   b. All tethered flights, free flights, rockets launch are to be conducted only on the east side of the flight line opposite the pilot stations in the circle on Map 1b.

7. Pre-flight assembly and daily testing requirements
   a. It is advisable that during the setup of a RPAS, the default settings when there is a loss of link be set to a reduction in throttle/thrust. This will reduce the likelihood of the RPAS flying away.
   b. All RPA must be thoroughly check for: operation of direction of control surfaces, all parts of the model is secured, and there is adequate source of power for the intended flight.

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

   a. Engine exhaust shall be directed away from spectators and other flyer's equipment.
   b. When a model is elevated to check engine run, the propeller arc must not point directly at anyone.
   c. Models shall never be flown directly at spectators or other flyers.
   d. Tethered flights can be conducted only when no other flying is taking place.
   e. Model rockets flights can be conducted only when no other flying is taking place.
   f. Tethered flights and rockets will use the circle in the middle of the flying field east of the geo-textile runway as the launched area.
   g. RPAS operation has priority over tethered flights and model rockets flights.
   h. RPAS and mRPAS may be flown together.
   i. Fixed wing and rotary wing aircraft shall not fly at the same time at an OMFC field unless there is an agreement between the pilot(s) presently flying and the pilot wishing to fly. Any additional pilots wishing to fly must obtain verbal permission from the pilot(s) on the flight line at the time.

j. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.

9. **Field Layout** - The maps below shows the layout of the field and any no fly area. The flying area is low grass with a 300 ft x 29 ft Geotextile runway installed (see map 1a and 1b).

   a. No modelling activies is permitted during grass cutting and field maintenance.
   b. No flying over the pumphouse or in the No Fly area marked on Map 1e Monday through Friday before 5:00 pm (excluding public holidays).

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. While flying models, flyers will stand on the flight pads, and behind any safety barriers that are provided
    c. Inbound models must not be taxied under power into the pit area, or inside any protective barriers. Outbound models will be hand-guided through the pit area, as well as through and beyond any protective barriers that may be erected.
    d. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
    e. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    f. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
    g. After landing, the model is to be removed from the landing area as soon as possible. A
    h. 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

Tethered model operations

Aviation safety

Tethered model (control line) operation is allowed at the OMFC field. This operation can only take place when no other flying operation is taking place.

Public safety

1. The flying area/circle edge nearest the park access must be clearly marked with surveyors tape, yellow cones or similar. If no tape is available, a spotter may be placed near this area to monitor for by-standers. During events both may be required.
2. The club has signs erected across the field restricting spectators from entering restricted areas.
3. A member may have guest/(s) but such guest must be escorted by the member at all times while the are in any restricted area. The pit area, flying field and any other area which is beyond the restricted visitor signs are restricted areas to the public
4. Should any non-flying person (spotter) observe a person moving towards the circle they will move towards the individual while raising their hand and yelling - **STOP!** - repeatedly until the person has stopped. The spotter will counsel the person as to where it is safe to stand. Understand some people using the park may not speak English.

   a. The pilot will upon hearing - STOP! - will climb the model to a 30-degree high level flight altitude immediately and monitor the situation until it is resolved by the spotter.
   b. If the person continues their approach, the spotter SHALL continue to try to establish communications/visually warn with the individual. The pilot SHALL continue high level flight at 30 degrees and evaluate the situation.
   c. If the pilot can walk with model over to another area they should do so, or as a last resort ground the model.
5. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. Members shall ensure any control line models are restrained in a start up area prior to tuning or other powered maintenance.
2. Prior to operating a tethered model, the operator shall ensure all other members/crew/spectators are aware of the flying area/control-line circle dimensions, either verbally or with surface markings.
3. Members shall not use the control line circle if any RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the control line circle has finished their current flight. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.

Spectator safety

The spectator minimun for Tethered model operations is the same for RPAS. The minimum distance is 7m flight line to pilot stations, 10 m to pits, 30 m to spectator and parking.

Free Flight model operations

Free Flight models are allowed at the OMFC field. Free Flight operation can only take place when no other type of flying operation is taking place.

1. All free flight models are to be less than 2 kgs.
2. All free flight models are to be of the type made of sticks, tissue, and rubber powered.
3. All free flight are to be hand launched.
4. The launch location will be from the pilot station.

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. 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 flight 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 3 sm 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 if the public is present but optional if the public is not in attendance. 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

1. Prior to operating a free flight model, the operator shall ensure all other members/crew/spectators are aware of the flying area, either verbally or with surface markings.
2. Free Flight operation can only be conducted when no other flight operation is being conducted, or if any RPAS activities are occurring, not without permission of the pilots present.

Spectator safety

All free flight aircraft are to be launched 40 m downwind from any spectators.

Model Rocket operations

Model rockets are permitted at the OMFC field.

1. **No model rockets can be launched which can attain an altitude greater than 400 AGL**
2. Rocket launches can only take place when no other flying operation is taking place.
3. No other flying operation can take place while model rockets are being flown.
4. Model rockets can be launched only when wind is light. This is to prevent drifting of rockets into any no fly zones.

Aviation safety

1. No model rocket launches 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 rocket 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.

2. No member may launch a rocket unless 10 seconds before launch and again immediately before ignition they conduct a 360-degree scan of the sky for any full-scale aircraft which may enter the rocket flight envelope during ascent or descent.
   a. If prior to launch, any member spots an approaching full-scale airplane they are to yell our "AIRPLANE" in a loud clear voice.
   b. Upon hearing this, any persons controlling the launch shall immediately render the launch system inoperative (remove launch key, remove power etc.) and stop all launch activities.
   c. The involved members shall then monitor the full-scale aircraft and not resume launch activities until they are assured there is no safety risk.

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

1. Launch sites must be roped-off with hi visibility tape and/or marker pylons and rope to restrict access into the launch area and keep guests and spectators a safe distance back from the launch site.
2. Members shall not launch rocket if any RPAS activities are occurring, without permission of the pilots present. Conversely, RPAS pilots shall not start or make flight ready any RPAS until the Model rocket launch has been completed. Any disagreements shall be referred to the most senior site member, but in any event RPAS have priority for field use.

Surface Vehicles model operations

The car track is to the north west of the field. See map on page 20.

Public safety

1. All members shall ensure that the track and its surrounding is clear of loose obstructions and persons except for crew and/or officials.

2. Spotters" are mandatory at this site if the public is present but optional if the public is not in attendance. The following are site procedures for ensuring by-stander safety:

   a) When any member or other person spots a by-stander approaching the car track, they are to yell out "BY-STANDER" in a loud voice.
   b) The driver or spotter are to warn the bystander to remain clear of the track, yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Member safety

1. All person using the surface track use it at their own risk (signs will be erected) and cannot hold the club, its members (including the executive), or MAAC liable.
2. No MAAC insurance will be provided to any user of the track.
3. No person must use the track in such a way that it is dangerous to themselves or other users.
4. Surface vehicle can only be used in the designated track area and no where else on the field.
5. All drivers and crew must operate their surface vehicle from the area designated for drivers and crew.
6. Drivers cannot operate their surface vehicle by standing inside the track.
7. If a driver wishes to access the track to move a vehicle, while there are other users, they must say "ENTERING TRACK", and wait for permission from other drivers.
8. All surface vehicle should preferably use 2.4 Mhz frequency.
9. No surface vehicle is allowed to use 72 Mhz. This to prevent interference with any RPAS at the flying field that may be using the 72 Mhz frequency.
10. For safety, the size of track vehicle is limited to the following:
    a. For the rough track use, the maximum size allowed is 1/8.
    b. For crawlers, the maximum size allowed is 1/6
    c. In either case { a) or b) above}, the maximum weight and engine size is 15kg and 20cc or equivalent.

Spectator safety

No spectator is allowed with five (5) metres of the track while the track is being used by surface vehicles.

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. 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'	CYYZ Class C control zone	4.2nm NE	SFC-2000'	Toronto Flight Information Region (905) 676-4509
Above 400'	same			

   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	Class E Transistion area	700'		Toronto Flight Information Region (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 (TSB) 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 (maximum take-off weight) greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation;
    b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
    c. if a collision occurs between any RPA and a traditional aircraft.

A full report shall be forwarded to the TSB within 30 days of the occurrence:
https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html

Model damage/repair protocol

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be "field repaired" if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
   a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.
   b. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

Service Difficulties

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

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 - Not approved

RPAS Operations Above 25kg /55lbs - Not approved

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

Event Approval

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.

2. **Outdoor events that are clearly listed as "member-only" events** regardless of reason such as competitions, fun-fly's, fly-in's, airshows, air racing, demonstrations or any other organized gatherings do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase**:

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

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

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

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

Over 400'agl and above 25kg - Not approved

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

1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b. Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
   c. Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
   d. Ensure all attending modellers/RPAS pilot are **current MAAC members**.
   e. Take reasonable steps to ensure all attending modellers/RPAS 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. Any area that is restricted from the public will be roped off to prevent any spectator from crossing the line. In addition, the area will be manned by personnel to facilitate adherence.
   g. 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.
   c. Not operate a model or RPAS unless they permited by site director.

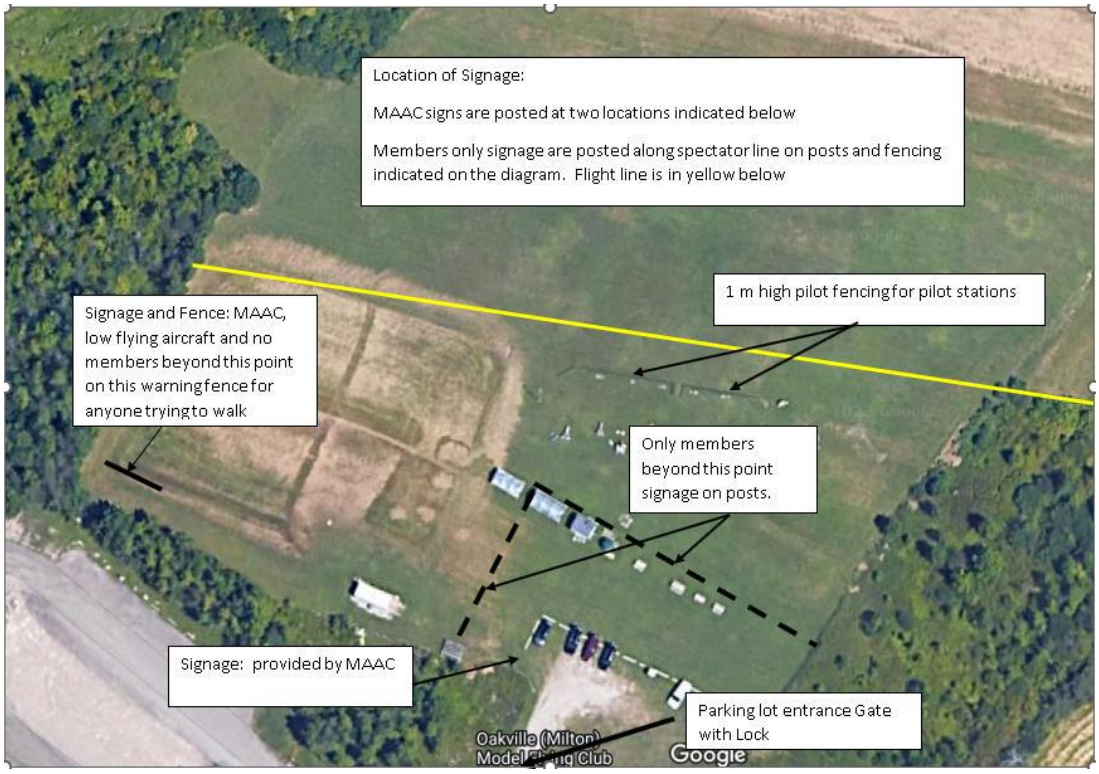
Diagrams/maps

Below are several diagrams to showing the field layout, surrounding airspace, CFS extract of closest aerodrome and heli pads, as well as overlying airspace.

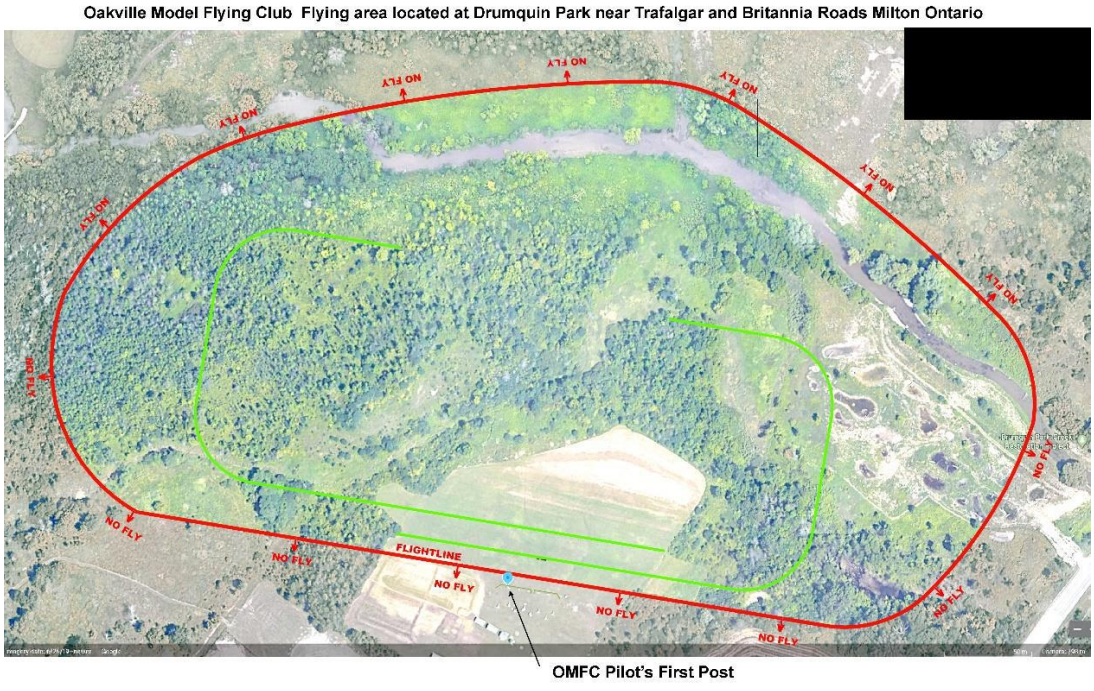
Map 1a: Field Layout with measurements

Map 1b: Location of Geotextile Runway, Control Line circle

Map 1c: Location of Signage



Map 1d: Flying Area and No fly areas



Map 1e: Monday - Friday No Fly areas

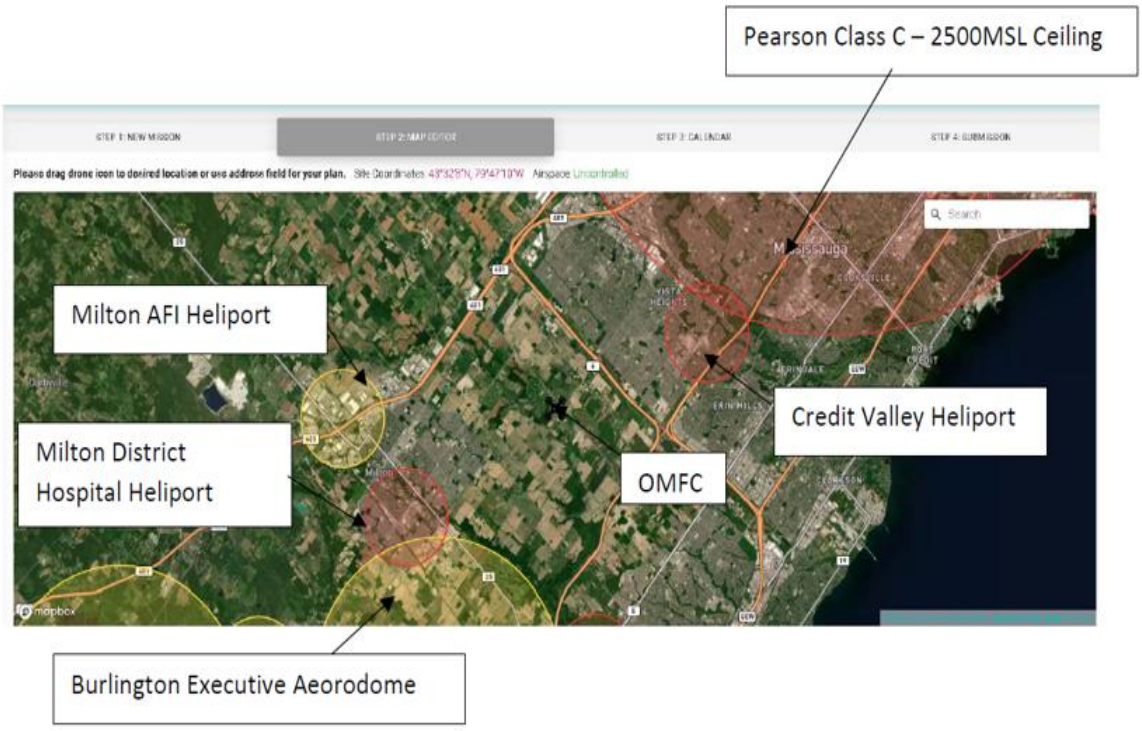
Warning

Absolutely no flying over the No-Fly Zone or Pump House as marked on the Map Mondays to Fridays (excluding public holidays).

The PENALTY for flying beyond the tree line (over No-Fly Zone) will result in revocation of flying privileges and possible expulsion from the club.

Map 2: Field Layout with measurements

Airspace Surrounding OMFC



Canada Flight Supplements (CFS) of the closest aerodromes and Heli pads

CANADA FLIGHT SUPPLEMENT / GPH 205 Effective 0901Z 26 December 2024 to 0901Z 20 February 2025

ONTARIO AERODROME/FACILITY DIRECTORY

TORONTO (MISSISSAUGA CREDIT VALLEY HOSP) ON (Heli) CPK6

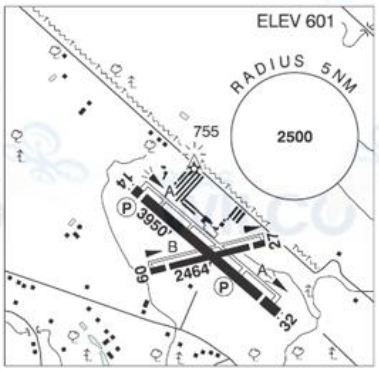
REF	N43 33 41 W79 42 10 10°W (2019) UTC-5(4) Elev 523' VTA A5000
OPR	Credit Valley Hosp 905-813-2200 Cert PPR
FLT PLN FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
HELI DATA	FATO/TLOF 108' dia CONC Safety Area 144' dia Max heli overall length 57.5'
RCR	Opr
LIGHTING	DR RY(LO) RF(FL) ARCAL-123.2 type K one intensity only, key mic 3 times to turn floodlights off
COMM TWR	Toronto 118.35 118.7
A/G	Ambulance dispatch 129.275
PRO	Arr/dep 078° fr heli (H1), day/night use. Arr/dep 245° fr heli (H1), day/night use.
CAUTION	Chimney SSW aprx 150 AGL. Communications twr SW aprx 100 AGL. P-lines N & W all lgtd & marked. Bldgs 0.3NM SW. Trees S to 100 AGL.

MILTON (DISTRICT HOSP) ON (Heli) CPY2

REF	N43 29 55 W79 52 04 Adj S 10°W (2016) UTC-5(4) Elev 663´ VTA A5000
OPR	Halton Health Care 905-845-2571 Cert PPR
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
HELI DATA	FATO 85' dia ASPH TLOF 33' dia CONC Safety Area 115' dia Max heli overall length 57.4'
RCR	Opr
LIGHTING	RY(LO) green RF(FL)
PRO	Arr/dep 045°-135° fr heli, slope 16% (H2), day/night use VFR only.
CAUTION	Hosp bldg SW of heli.

BURLINGTON EXECUTIVE ON CZBA

REF	N43 26 29 W79 51 01 10°W (2013) UTC-5(4) Elev 601' VTA A5000 LO6 T2 CAP
OPR	Vince Rossi 905-336-4010 (Day), 416-617-2428 (Night) Reg
PF	C-1,2,3,4,5,6,7
CUST	AOE/CAN
FLT PLN	
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	AUTO (see COMM) WxCam
SERVICES	
FUEL	100LL, JA cardlock dispenser
OIL	100
S	1,2,3,4,5
RWY DATA	Rwy 14(141°)/32(321°) 3950x100 ASPH Rwy 14 down 0.61% Thld 14 displ 181'. Thld 32 displ 409'. Rwy 09(086°)/27(266°) 2464x50 asphalt Rwy 09 down 0.42% Thld 09 displ 328'. Thld 27 displ 254'
RCR	Opr 13-23Z‡ or Spectrum Airways 905-336-4010
LIGHTING	14-AS(TE LO) AP, 32-AS(TE LO) AP ARCAL-123.5 type J.
COMM	
ATF	UNICOM ltd hrs O/T tfc 123.5 5NM below 2500 ASL
TML	Toronto 119.3
AUTO	122.55
PRO	Circuit hgt 1500´ ASL. Rgt hand circuits Rwy 27 & 32 (CAR 602.96). As soon as practicable after take-off fr Rwy 14 turn left 5° to avoid noise sensitive area. Helicopters follow fixed-wing circuit procedures. Rwy 14/32 preferential.
CAUTION	50 ft trees on apch to Rwy 32 loc aprx 400´ from thld of Rwy 32. Abn on top of twr 755 ASL (148 AGL) aprx 1635' N A/D. No runout area avbl beyond end of Rwy 09, 14, 27. Occasional wildlife activity.



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!