Saints RC Flying Club
Hunts Roadhouse
2025 Rules

MAAC Approved August 11, 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

Site Operator Name: Saints RC Flying Club (#576, Zone D)

Site Name: Saints RC Flying Club

Location: 748 Hall Road, Petersfield, MB

Pilot Station Coordinates: 50° 16' 57.6"N, 96° 59' 18.79"W
(50.282667, -96.988553)

Site Contact(s): Robert Patterson, President – email trblbc@gmail.com

Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of the Saints RC Flying Club, or an invited guest of the club 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 site operator is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site.

Site Administrative rules

1. All modelling/flying will take place ONLY in the club designated areas and will not be conducted on the landowner's adjoining property.
2. No smoking on the flying field – all butts must be put in a proper container
3. All overnight camping must be approved by the Club executive – group camping for fun-fly's will be explained in the event invite.
4. Except campers, all vehicles must remain on the gravel. Please park so as to not block entry or exit of other modellers.
5. All pets must be leashed and children supervised.
6. All extension cords must be placed back in the storage sheds where you found them when you are done with them.
7. Club members and their visitors shall use the Saints outhouse first. If required, use the landowner's outhouse facilities but notify the club executive why.
8. These rules will be reviewed by the club executive once per year.

Site/event emergency response requirements

In the event of an emergency, call 9-1-1 - the site address to be provided to first responders is:

Hunts Roadhouse 748 Hall road, Petersfield, Manitoba.

1. There is one 5lb fire extinguisher located by the picnic tables in the storage area. There are no first aid kits or similar on site.
2. For any Events that are open to the public, we will have a first aid kit and water available.

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 (1700'agl)
Tethered (Control-Line)	3kg	1 flying circles
Free flight	3kg	400'agl
Space Models	<1.5kg/F engines	1700'agl
Surface Vehicles	25kg/50cc	Site racetrack

MAAC Approved Site Add-ons

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

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight (25-35kg)	Not approved	
RPAS Altitude	Less than 25kg	1700'agl
RPAS Altitude and Weight >25kg	Not approved	
RPIC	See section below	1700'agl

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements –. mRPAS cannot be registered with Transport Canada. mRPAS are however regulated under CAR900.06 and part VI of the CAR. Compliance with MAAC safety code meets those requirements. mRPAS at advertised events must comply with the MAAC Event SFOC.
2. RPAS CAR requirements – Therea re no special CAR restrictions on RPAS operated below 400'agl. All RPAS operating over 400'agl must conform to the MAAC Manufacturer Declaration/Safety Assurance provision.

3. Club/Site/Event requirements - This site is in a noise sensitive area and all IC powered models must be muffled and checked for excessive loudness. No model louder than 95db measured at 3ft, is permitted – or similar.
4. MAAC Add-on requirements – RPAS pilots operating over 400'agl must comply with the MAAC/SFOC RPAS requirements listed in the add on section. ALL event visitors must be briefed to ensure compliance with these requirements.

RPAS Pilot/operator qualifications or requirements

1. mRPAS requirements – mRPAS do not require an RPAS operators' certificate however are regulated under CAR 900.06 and part VI of the CAR. Except for Advertised Events, **there are no MAAC or CAR age restrictions on mRPAS flight**.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have Basic RPAS certification.
3. Club/Site/Event requirements. This site recommends all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory. There are no other qualification requirements for other modelling categories.
4. MAAC Add-on requirements – RPAS pilots operating over 400'agl or operating RPAS weighing more than 25kg must comply with the MAAC/SFOC pilot requirements listed in the add on.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not require crew under the CAR.
2. RPAS CAR requirements - Any responsible person can be trained/briefed to be a VO. This includes spouses, children of appropriate maturity, or friends.
3. Club/Site/Event requirements – Spotters shall be used at any time there are 4 or more pilots' stations in operation, anytime the RC Car track is being used while RPAS are flying, and for any events where non-club members are present. Helper and mechanic use are up to each individual member to decide.
4. MAAC Add-on requirements - RPAS pilots operating over 400'agl or operating RPAS weighing more than 25kg must comply with the MAAC/SFOC CREW requirements listed in the add on section..

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations above 400'agl, RPAS events open to the public or where specified by MAAC. However, the use of visual observers to alert pilots to presence to full sized air traffic is strongly encouraged at all times. When required at this site, no member shall operate an RPAS unless:
   a. A minimum of one visual observer per flight line is required
   b. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   c. 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.

d. 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.
e. Prior to commencing RPAS operations above 400'agl, the VO shall be briefed on the full-scale aircraft use of highway 9 for north and southbound VFR Traffic, often at low level (1000'AGL).
    i. Northbound is commonly on the east side of Hwy 9, and southbound on the west side which places their flight path near the site.
    ii. CLANDEBOYE is a VFR reporting point, and when that reporting point is heard on the aviation radio, extra visual attention shall be given by the VO for approaching VFR aircraft.
    iii. The VO shall listen for aircraft noise related to agricultural operations and give warning of any aircraft sounds heard.
f. While operating RPA above 400', the VO or other responsible adult near the VO shall maintain a listening watch on CYAV Tower Frequency 118.5 or enroute frequency 126.7 - whichever seems to be used more often in this area.
    i. If radio monitoring is not possible or fails- for any reason, all RPA shall remain below 400' until radio monitoring resumes.

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

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

1. **Basic RPAS Certificate Holder - Direct Supervision options** – any MAAC member with a current and valid Basic RPAS certificate may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at a Basic site
   b. Shall not supervise a group of other people regardless of any certificates.
   c. Shall not supervise any other member in any "advanced scenario" (above 400').

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

3. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
   a. supervise a **single** non-certificate holder at any Basic site,
   b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario (above 400'), as outlined in site rules.

   Notes:

   c. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder. A PPL+ only holder cannot supervise another PPL+ only holder while in controlled airspace – at least one person must have at least a valid basic RPAS operators certificate. If the PPL+ has a valid and current RPAS operators certificate, then the higher of either provision applies.

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

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

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

Instructors/Demo flights

There are no special rules for flight instruction.
Members may give demonstration flights to non-club or non-MAAC members provided they can take direct control of the RPA immediately, either via a buddy box or physical transfer of the control station.

Spotters

Members operating RPAS are encouraged to use a spotter if available, especially if more than 2 individuals are flying at once. Events will list spotter requirements and state them in any pilot briefing.

Airspace requirements or permissions

This site is in uncontrolled Class G airspace.

The nearest controlled airspace laterally is St. Andrews (CYAV) Class D control zone (SFC-2200agl) located 5.5nm southeast and some direction. Winnipeg Class E Transition area based at 700'agl is located 2.5nm south.

Site Elevation is: 221m/725'msl

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 (broken or overcast sky) estimated lower than 1000’agl if the site approved altitude is less than 400’, or no cloud ceiling estimated less than 1000’ above any higher site approved altitude, and

b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
c. an estimated horizontal visibility of 3sm (5km) or more around the flying area, and
d. no other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft difficult.

NOTE – RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to ensure we can see approaching full-scale aircraft.

3. Each RPAS pilot is responsible to ensure the following MAAC procedures and requirements have been met prior to commencement of any RPAS operation:
   a. Any required MAAC manufacturer declaration provisions have been met, including all RPAS technical specifications verified, pilot and crew requirements, and
   b. All RPA and required equipment have been maintained and all mandatory actions completed before the flight, in accordance with the manufacturer declaration and
   c. all paperwork such as pilot declarations, required operating manuals or similar is present, and
   d. That any required crew members are properly qualified, have made any required declarations and are briefed on the operation.

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

5. Pilots may fly in formation provided they agree to do so.

6. Refer to the attached map for normal site set-up areas such as spectator areas, pit, or assembly areas, and start-up/run-up areas.

7. MAAC required buffer distances are variable and at this site are:
   a. 7m from flight line to pilot stations, 10m from flight line to pits, and 30m from flight line to spectator and parking.

8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a startup area.

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

10. Refer to the attached map for a depiction of the flying area, including any no-fly zones, a description or depiction of the flight line, safety line, runways, taxiways, and any other pertinent flying area demarcation.
    a. Temporary Free Flight, tethered model, rocket or surface model operating areas may be established on the runway when no RPAS operation is occurring.
    b. No RPAS operation is permitted if the runway is in use for Free Flight, tethered models, rockets or surface vehicles.
    c. No modelling activities are allowed during grass cutting, field maintenance or similar.

11. The following are the site take-off, approach, landing and recovery procedures:
    a. Pilots, or their spotter, shall call out all model movements.

b. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
c. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
d. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
e. 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

All non-RPAS are operated from the main runway. Only 1 type of modelling activity is permitted at any given time.

Tethered model operations

A temporary circle will be setup of on the runway to operate tethered models. No tethered model operation is permitted during RPAS, FF, rocket or surface vehicle operation.

Public safety

1. The flying area/circle edge 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. 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.

3. In all cases the pilot shall take all actions to prevent contact between a flying model and a person regardless of reason.

Member safety

1. Members shall ensure any control line models are restrained in a startup 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
Spectators must remain 30m from the circle edge.

Free Flight model operations

Free Flight models may be launched from the runway when no RPAS operation are occurring. No FF model operation is permitted during RPAS, tethered, rocket or surface vehicle operation.

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 flying model aircraft operations will occur below the site mandated weather minimum. Members may determine the weather themselves with direct observation or use any other source:
   a. If cloud is present below 1000' above the model flying area (above max free flight expected altitude)
   b. a horizontal visibility requirement of less than 3sm around the modeling area, and
   c. if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult.

Public safety

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

2. MAAC "spotters" are mandatory at this site (because of public use of Hunts Roadhouse). 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
No Free Flight model operation is permitted during RPAS operation

Spectator safety
FF aircraft must be launched 40m downwind from any spectators and shall not be launched if the combination of winds, model weight and expected flight duration could cause property damage if the model is blown towards property or persons.

Space model operations (Rocketry)

Space models may be launched from the runway when no RPAS operation are occurring. No Rocket launches are permitted during RPAS, FF, tethered, rocket or surface vehicle operation.

1. No space model 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 optional. 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

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.

Surface Vehicles (cars/boats) model operations

Surface vehicles may be operated from the runway when no RPAS operation are occurring. No surface vehicle operations are permitted during RPAS, FF, tethered, or rocket operation.

Public safety
Surface vehicles are operated on the runway.

Member safety
The surface vehicle track is located away from the flight line, RPAS pilot stations to help avoid the mixing of models, pilots and the associated dangers. The following rules must be followed:

1. The surface vehicles may not be used during RPAS or any other modelling activity.
2. Members shall ensure any surface vehicle models are restrained in a startup area prior to tuning or other powered maintenance.
3. Members shall only operate surface vehicle models within the marked track boundary.
4. All car/boat users must only use radios for transmitting land authorized only frequencies.

Spectator safety
Spectators should be instructed to remain 30m away. The onus is on the model operator to cease model operations if spectators come within the safety buffer zone.

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'	St Andrews (CYAV) Class D control zone	5.5nm south	SFC to 2200'AGL	Winnipeg Flight Information Region (204) 983-8338
Above 400'	Winnipeg Class E	2.5nm south	700'AGL and	

	Transition Airspace (TA)		above	

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	CYWG Terminal Control Area Class C	3000'ASL (2275'AGL)		Winnipeg Flight Information Region (204) 983-8338

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 bystander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
   d. This process is for **your** protection.

Transportation Safety Board (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 because 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

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

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is the St. Andrews Class D Control Zone 5.5nm south.

Controlled airspace vertically over this site is based at 3000'ASL (2275'AGL - Winnipeg Terminal control Area – Class C)

1. To determine the maximum permissible RPAS altitude above ground level, subtract site elevation 9725'ASL) from the base of overlying controlled airspace (3000'ASL) and round down (2275'= 2200'AGL)
2. RPA are required to remain 500' below the base of any overlying Class C TCA controlled airspace, and 2nm laterally clear of any controlled airspace volume. Therefore, **the highest altitude MAAC can approve is 1700' AGL (above ground level).**

Sufficient Communication requirements

There are no aerodromes within 3nm of this site. There are no protected airspace volumes or depicted air routes, however there is a commonly used track and VFR reporting point (CLANDEBOYE) near this site that require communication capabilities. Assessment of the normally expected traffic patterns yields the following:

1. Prior to commencing RPAS operations above 400'agl, the VO shall be briefed on the full-scale aircraft use of highway 9 for north and southbound VFR Traffic, often at low level (1000'AGL).
   a. Northbound is commonly on the east side of Hwy 9, and southbound on the west side which places their flight path near the site.
   b. CLANDEBOYE is a reporting point, and when that reporting point is heard on the aviation radio, extra visual attention shall be given by the VO for approaching VFR aircraft.
   c. The VO shall listen for aircraft noise related to agricultural operations and give warning of any heard aircraft sounds.
2. While operating RPA above 400', the VO or other responsible adult near the VO **shall** maintain a listening watch on CYAV Tower Frequency 118.5 or enroute frequency 126.7 - whichever seems to be used more often in this area.
3. If radio monitoring is not possible or fails- for any reason, all RPA shall remain below 400' until radio monitoring resumes.

Visual Observer (VO) assessment

The location of the pilot stations, general assessment of the topography and direction of the flight line and flying area generate the following requirements for the VO:

1. At least one VO shall be positioned near the flight line, within earshot at normal conversational voice levels. If needed, equip the VO with a noise-making device to supplement any aircraft warnings.
2. The VO, or responsible adult near the VO shall be equipped with a VHF radio to monitor CYAV Tower on 118.5, or enroute frequency of 126.7 for approaching VFR traffic.

3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
5. As the MAAC approved altitude flying area is more than 2nm or 500' or more below the base of controlled airspace, the VO may also be an RPIC.

The Club/site/event shall:

1. Ensure a copy of the MAAC SFOC #930433 and SFOC application form 26-0835 are present and available to all RPAS pilots when operations are occurring.
2. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
3. Communicate to all Club members and mark this site as closed for RPA operations above 400'AGL, **if there are any substantial changes to the site survey criteria** (CAR901.27 a through h), unless or until MAAC has been advised, has conducted a new SORA, and issued new permission.

The RPA pilot shall:

1. **Only** operate an RPAS registered, declared and meeting the MAAC Manufacturer Declaration requirements. Other manufacturer's declarations are **not** transferable to this policy.
2. Not operate an RPAS above 400'agl unless in possession of a valid and current Advanced RPAS operators' certificate, or under the direct supervision of an RPIC in accordance with MAAC policy.
3. Ensure all RPAS pilot CAR and SFOC paperwork requirements have been met and are available,
   a. Certificates of registration, pilot RPAS certification and recency proof,
   b. Govt issued photo identification,
   c. Manufacturer owner's declaration for each RPA,
   d. An altitude determination declaration as appropriate (pilot or each RPA) and
   e. RPAS Pilot has completed Crew training and fitness requirements and signed declaration.
4. Ensure a recent site survey and NOTAM check have been completed,
5. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
6. Ensure the RPA meets the MAAC technical requirements, including the MAAC Manufacturer declaration, before flight commences, and terminate any flight if technical requirements are no longer met.
7. Ensure the RPA is operated VLOS only (no FPV permitted – including with a spotter) and that it remains within the site approved flying area at all times.
8. Ensure the RPA does not carry "cargo" or any other items onboard that are not required for flight. On board cameras and associate gear are permitted provided all components are securely affixed to the airframe or housed in a compartment that cannot be easily opened in flight.

Any RPAS Crew shall:

1. Ensure all SFOC paperwork requirements have been met and are available (crew training declaration)
2. Comply with the instructions of the pilot in command
3. Perform their duties diligently and in accordance with MAAC policy and
4. Inform any person responsible of any issue that prevents them from meeting their obligations.

The RPA shall be equipped with

1. Functional "fail- safe" type device(s) or design per the MAAC manufacture declaration.
2. Anti-collision beacon/light(s) per MAAC policy,

3. Sufficient fuel/energy to complete the intended flight duration, plus 25% at the minimum throttle setting sufficient for controlled level flight and includes a MAAC required minimum reserve to enable one balked landing/missed approach and circuit back to a successful landing. Fuel/energy spent taxiing to the pits or any shut down procedures thereafter does not count in these calculations. Non-powered RPA (gliders) must have sufficient receiver battery power for the flight plus reserves as noted above, excluding a balked landing attempt.

MAAC Declared minimum fuel/energy guidelines 25%		
Intended flight duration	Required reserve (@25%)	Total Fuel/energy required
15 mins	3.75 mins	18.75 mins
10 mins	2.5 mins	12.5 mins
6 mins	1.5 mins	7.5 mins
5 mins	1.25 mins	6.25 mins
3 mins	45 seconds	3 mins 45 seconds

RPAS Operations Above 25kg - not approved

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

RPAS Pilot In Command (RPIC)

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

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety and situational awareness. In one to five scenarios, the RPIC is not expected to provide hands-on "instruction" to each student, which is why each student must possess at least a Basic RPAS operator certificate and competent RPA piloting experience.
2. In all cases, the RPIC is the "control station" and while RPIC is being provided their decisions, directions, and commands on the flight line are final and definitive as follows:
   a. No other person, including Club or event officials, shall attempt to override or countermand a RPIC command related to the provision of the RPIC program.
   b. The RPIC, however, shall obey all cease flying orders based on decisions or directions of Site, Club or event officials.
   c. The RPIC shall obey any flight safety directions issued by other members, such as detect and avoid call outs "Airplane" and shall direct an appropriate response to all students without reservations or delay.
3. All students shall be briefed and agree the RPIC is in charge and all his decisions, commands and instructions are final and shall be complied with immediately, including up to potential destruction of the RPA (intentional crashing in a safe location/manner).
   a. Students shall not start or arm or otherwise make an RPA ready for flight unless directed by the RPIC.
   b. No student shall move an RPA from any designated start up area until directed to by the RPIC. The intent being an orderly "launching" of all models under the RPIC control.

c. No student shall take off or launch an RPIC unless permitted by the RPIC. Such permissions may be issued to all students/pilots or given individually.
d. Thereafter, once their RPA is airborne, the students shall operate their RPA independently, but under the general direction of the RPIC.
    i. RPA to RPA traffic patterns, collision avoidance and similar remain the domain of the students, unless spotters or other parties intercede.
    ii. Any commands an RPIC issue to an individual RPA shall be acknowledged by the individual pilot (student)
    iii. Any group RPIC commands shall be acknowledged by all students.
e. Students, upon hearing any flight safety directions such as “airplane” are free to comply with stipulated site responses without waiting for the RPIC to issue the command. They shall, however, confirm any such action with the RPIC as soon as possible thereafter.
f. Any student experiencing a dead stick or urgent landing situation is permitted to take whatever actions they deem appropriate to ensure the safety of their model, and the site occupants.
g. In the event of a disagreement between RPIC and students, other site officials or members, the student shall follow the RPIC directions or commands.

4. The maximum number of students to one RPIC ratio is five,
    a. all students shall possess a “Basic” RPAS operators' certificate and be able to independently operate their RPA.
    b. The RPIC shall have a valid advanced/flight reviewer RPAS certificate or PPL+
    c. The type of “instructional control” system is irrelevant (buddy-box or voice command)
5. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of all students while any RPA is airborne.
    a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless all students are within earshot of the RPIC.
    b. Where this is not possible, additional RPIC shall be utilized or limitations placed on the number of students to remain within earshot.
6. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.
7. The site rules shall contain provisions mandating the operating condition for all other categories of models.

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

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

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

Event Approval

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

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

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

3. **"Advertised events"** - regardless of what you "named" your event, if your outdoor event includes operable (flying) RPAS **and** is open/advertised to the general public in any fashion, **must** meet the MAAC SFOC requirements. 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 (Policy approved July 2023). Foreign pilots must join MAAC and follow the provisions of MAAC policy (on the website). Also see the RPAS Wilco NOTAM (2024-02).

Events with RPAS operations weighing more than 25kg - not approved

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

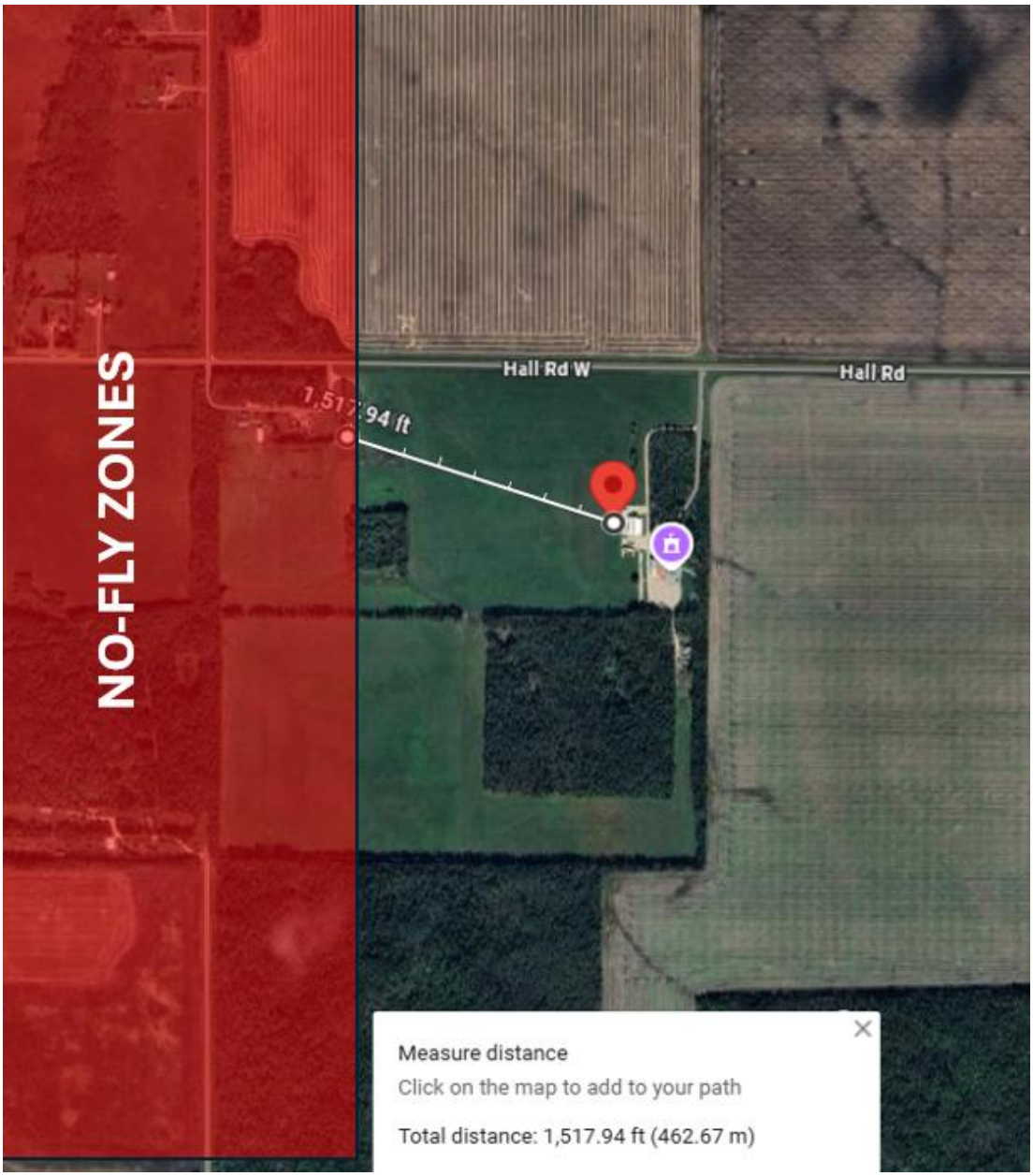
1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b. Ensure the site meets all MAAC event organizational and logistic requirements 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 pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).

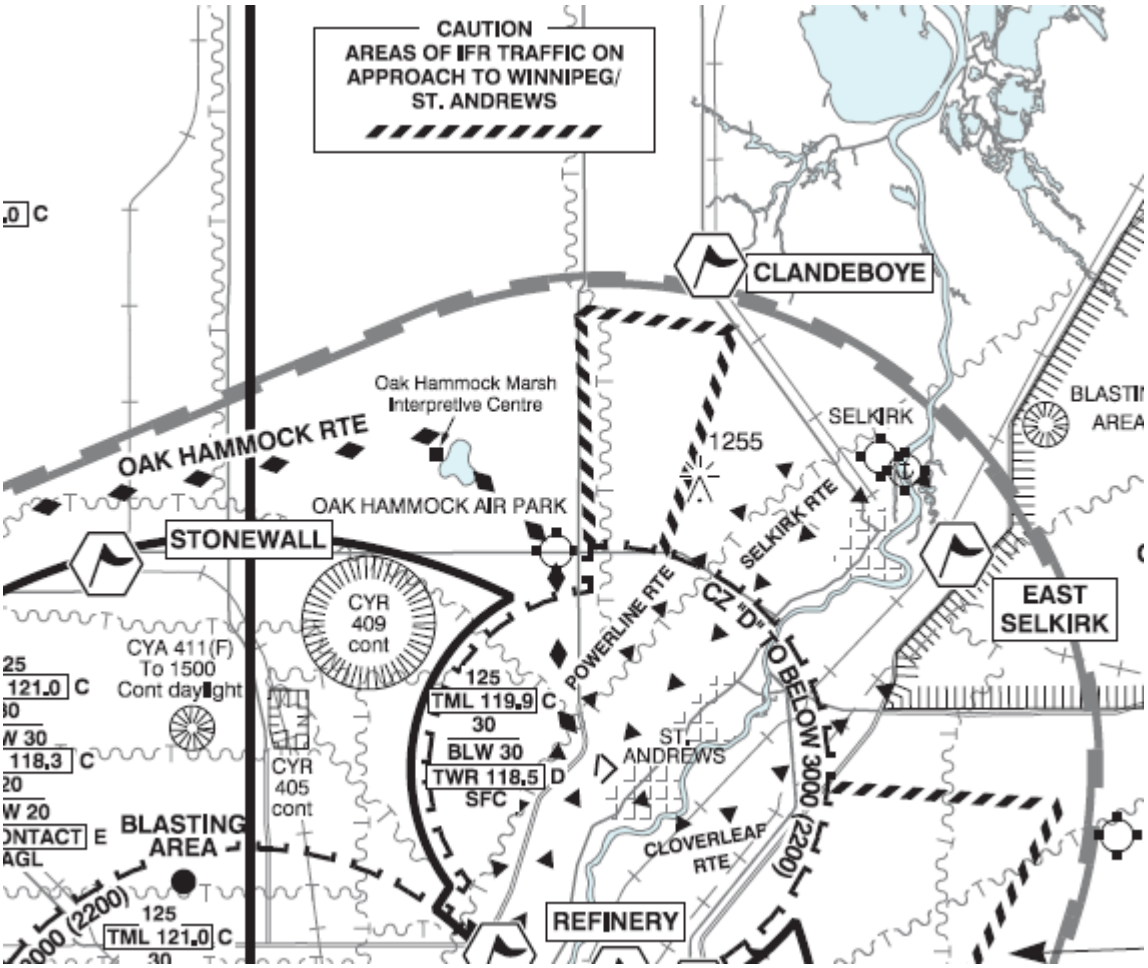
2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a. MAAC warning signs are posted at all public entry points.

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 using the MAAC minimum checklist (attached).
e. A visual observer is always present when RPAS are flying.
f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

3. Any member attending an event shall
   a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps


NO-FLY ZONES
Hall Rd W
Hall Rd
1,517.94 ft
Measure distance
Click on the map to add to your path
Total distance: 1,517.94 ft (462.67 m)


CAUTION
AREAS OF IFR TRAFFIC ON
APPROACH TO WINNIPEG/
ST. ANDREWS
CLANDEBOYE
Oak Hammock Marsh
Interpretive Centre
OAK HAMMOCK RTE
OAK HAMMOCK AIR PARK
STONEWALL
SELKIRK
1255
SELKIRK RTE
POWERLINE RTE
EAST
SELKIRK
CYR
409
cont
CYA 411(F)
To 1500
Cont daylight
125
TML 119.9 C
30
BLW 30
TWR 118.5 D
SFC
ST.
ANDREWS
TO BELOW 3000 (2200)
CYR
405
cont
BLASTING
AREA
CLOVERLEAF
RTE
REFINERY
125
TML 121.0 C
30


Netley Lake
1059
(331)
Petersfield
738
Red
River
Breezy Pc
Ck
CLANDEBOYE
Clandeboye
125
L 119.9
C
30
W 30
CONTACT
E
AGL
744
1099
(351)
1097
(365)
SELKIRK
735 A122.8
SELKIRK (R)
747 30A122.8
1255
(495)
K AIR PARK
26A122.8
POWERLINE
2500 ASL
1005
(265)
SELKIRK
ASL
SELKIRK

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!