Sault Ste. Marie Model Airplane Club
Leigh's Bay Road
Rules (2025)

MAAC Approved September 17, 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.

This site is located in controlled airspace. All RPAS operators shall conform to the Canadian Aviation Regulations, MAAC policies and site rules contained in this document.

Administrative Rules

Club: Sault Ste. Marie Model Airplane Club (#86, Zone F)

Field Name: Leigh's Bay Road

Location: Leigh's Bay Road, Sault Ste Marie, On
south of Base Line
Entrance Coordinates are: 46.521067, -84.423249

Pilot Station Coordinates Land Site: 46°30' 50.3"N, 84°25'27.2"W
(46.513972, -84.424222)

Float plane Site: 46°30'40.3"N, 84°25'25.5"W
(46.511194, -84.423750)

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Conditions for Use - All persons using this modelling site must:
1. be MAAC members in good standing.
2. be members of Sault Ste. Marie Model Airplane 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 Club is responsible to take reasonable steps to ensure a modeller briefing occurs for each modeller using the site. Guests attending an event must sign the Participant's Statement.

Site Administrative rules

1. The site is in the NAV CANADA Sault Ste. Marie (CYAM) Class D control zone. Air Traffic Control services are provided by CYAM Air Traffic Control, 7 days a week from 1130z to 0330z (0730 local to 1130pm local). **RPAS operations are not permitted outside these hours (**mRPAS, control line and surface vehicles are permitted**).**
2. RPAS activities are permitted from 9:00AM to 30 minutes before sunset. The time of sunset will be determined using any weather or aviation site data or RPAS Wilco. Night flying or other modelling categories are permitted as long as your model is brightly lit. The entire flying circle and buffer area must also be well-lit for tethered aircraft,
3. A Full Member may sponsor a Guest to fly at the field. If so, that Guest is flying on the Full Member's membership obligations.
   a. It is up to the Full Member to ensure that all regulations (MAAC, Club Policy, Standards, Aircraft Inspection, Flying Proficiency, etc.) are being adhered to, and the Full Member accepts full responsibility for their Guest.
   b. A Guest, who would like to fly at the field shall meet the following criteria:
      i. Must be approved by a club instructor,
      ii. must understand and meet all club safety and field regulations including:
         - MAAC Rules applicable to the type of RPAS,
         - Flying Proficiency demonstrated to club instructor or executive member,
         - Aircraft/RPAS Inspection,
         - Field Rules and boundaries reviewed,
         - Safety Procedures reviewed.
4. Flying/modelling is not permitted if non-modellers occupy the site. **DO NOT breach this rule** – wait for others to finish or come back another time.
5. Clean up after you leave – do not leave any garbage or crashed airplane parts behind,
6. A copy of the filed lease/license agreement is available from the club executive if needed.
   a. Members not complying with these, or any club /MAAC rules, will be subject to disciplinary actions including permanent expulsion from the club, as well as potential sanctions from MAAC.
7. All participants must have proven competency following the club's Wings program.
8. These rules will be reviewed and updated annually 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:

Leigh's Bay Road, south of Base Line

1. Fire extinguisher is in the storage unit
2. A fire extinguisher must be present for all powered model operations
3. First Aid kit is in the storage unit

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	Land site: **As approved by NAV Canada or 1700'AGL maximum** Float site: **400'AGL**
Tethered (Control-Line)	.60 cu.in.	1 flying circle as shown on the field diagram
Free flight	Not approved	
Space Models		
Surface Vehicles	Max. 50cc	Site track/river

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	**As approved by NAV CANADA or 1700'AGL maximum** **Float site is limited to 400'AGL.**
RPAS Altitude and Weight >25kg	Not Approved	
RPIC	See section below	**As approved by NAV CANADA or 1700'AGL maximum**

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 All RPAS must conform to a Manufacturer Declaration/Safety Assurance provision, either MAAC's or another manufacturer. Operation over 400'agl is only permitted under the MAAC Manufacturer Declaration
3. Club/Site/Event requirements - No model louder than 95db measured at 3ft, is permitted –mufflers are required on all internal combustion engines greater than .10 cu. In.
4. MAAC Add-on requirements – RPAS operated over 400'agl must comply with the MAAC/SFOC RPAS requirements listed in the add on section and any requirements from the controlling agency. 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 CAR900.06 and part VI of the CAR. **There are no MAAC or CAR age restrictions on mRPAS flight**. Compliance with MAAC safety code meets all requirements.
2. RPAS Pilot CAR requirements. All RPAS pilots using this site must have Advanced RPAS certification.
3. Club/Site/Event requirements. This site requires all RPAS pilots to have taken the club's training program and earned their "wings"
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document and any requirements from the controlling agency.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The use of a visual observer (VO) is **mandatory** at this site for all RPAS operations regardless of altitude or weight. VO must be an RPAS Certificate holder Basic or Advanced and trained/briefed on the procedures listed below.
3. Club/Site/Event requirements - Spotters shall be always used and anytime the RC Car track is being used while RPAS are flying. Helper and mechanic use are up to each individual member to decide.
4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document and any requirements from the controlling agency.

Crew Rules

Visual Observers

1. Visual observers (VO) are **mandatory**. 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. Before beginning operation over 400'AGL the VO shall be briefed on:
      i. The current Sault Ste Marie VFR Terminal Procedures Chart (VTPC) with focus on the EAST ROUTE altitudes and reporting points ("I-75" and "LOCKS")
      ii. The current Sault Ste Marie training areas chart, with focus on "GOULAIS", "TROUT LAKE", "ECHO LAKE" and "SUGAR ISLAND".
      iii. The IFR Approach procedures, and reporting points for the RNAV (GPS) Runway 14 at Sault Ste Marie Sanderson (KANJ), with focus on the initial fix KUCEP, CACTA (FAF) and AJAPY.
      iv. The VO, or other responsible and qualified adult shall be briefed on acceptable MAAC VHF communication etiquette.
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.
   d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.

e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.
f. The VO or other responsible person shall monitor ALL cell phone numbers provided in the individual NAV DRONE approvals. Under no circumstances shall pilots flying monitor their cell phones for ATC coordination.
g. While operating RPA above 400', the VO or other nearby responsible and qualified adult **shall:**
    i. Concurrently monitor CYAM Tower frequency 118.8 **and** KANJ advisory on 122.7
    ii. Pay closer attention to aircraft arriving or departing CYAM via "EAST ROUTE", or those aircraft who indicate they are transiting the zone via "St. Mary's River"
    iii. Pay closer atttention to VFR training aircraft that indicate proceeding to or from the following training areas:
        - **TROUT LAKE, SUGAR ISLAND, or ECHO LAKE.**
    iv. **Not transmit on ATC frequencies unless clearly instructed to do so by ATC**

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

Program Director, Air Boss, ATC Coordinator

NAV CANADA Airspace - This site has not been approved for a Program Director or an Air Boss. RPAS pilots must obtain individual airspace approval from NAV CANADA using NAV DRONE.

Events require special approval from NAV CANADA – MAAC has not finalized that process yet (As of May 2025)

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**.

This site is in NAV CANADA controlled airspace. The Advanced Certificate holder who obtained NAV DRONE permission must be on site at all times.

1. **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, or
   b. supervise a **single** Basic Certificate holder.

2. **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.

As this site flying area is wholly or partially in **controlled or restricted airspace:**
   a. Any RPA student must be a MAAC member but does not need to possess any type of RPAS certificate to be supervised by an appropriate type of RPIC,
   b. The ratio of RPIC to students of any type is one-to-one, and
   c. The RPIC shall not assume any other roles while supervising a student.

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

Instructors/Demo flights

MAAC allows club members to provide hands-on demonstration flights to non-members provided the members doing so always has immediate control (buddy-box) of the RPA.

Buddy box operations shall be allowed at the discretion of the club executive.

Spotters

Spotters are to be always used to monitor for bystanders. In the event a bystander that wanders near the flying site, the spotter shall notify the pilot who will take appropriate action and then notify a senior member to intercept and advise the bystander of the hazards.

Airspace requirements or permissions

1. mRPAS requirements – mRPAS can be operated at this site and do not need NAV DRONE permission. Per MAAC policy, operating mRPAS inside controlled airspace is only permitted where MAAC has issued a SOC that determines CAR900.06 has been met. This site meets MAAC requirements.
2. RPAS CAR requirements -This site is in Sault Ste. Marie (CYAM) Class D control zone. Air Traffic Control services are provided by CYAM Air Traffic Control, 7 days a week from 1130z to 0330z (0730

local to 1130pm local). **RPAS operations are not permitted outside these hours** (mRPAS, control line and surface vehicles are permitted**).**

a. Each individual RPAS flying session must have an appropriate NAV DRONE permission/approval,
b. There is no group ability or sharing of a NAV DRONE approval or similar – every pilot must submit their own individual request for each flying session.
c. For clarity, unless specified in the NAV DRONE approval, MAAC declared model aircraft do not require a "transponder" or any other onboard ATC identification equipment to operate in CYAM airspace.
d. All pilots must each submit a Nav Drone request prior to flying.
e. The float site is restricted to 400'AGL.

3. Club/Site/Event requirements – Nav Drone requests are required by each Advanced Certified pilot for every flying session.
4. **CANADA / USA border is 4000' south of site –All RPA must remain in Canada**

Site elevation: 179m/587'ASL

Adjacent Aerodrome Procedures (within 3nm)

This site is located 3.9 nm east of Sault Ste. Marie Airport (CYAM). The following in provided for information purposes only:

1. The airport is home to Sault College Aviation School, MNR Air Operations base (water bombers), JD Aero operations, general aviation, and commercial traffic.
2. There are no CFS RPA procedures and no other CFS PRO comments that affect our modelling site,
3. There is one Visual Flight Rules (VFR) route (east route) that passes immediately south of our modeling site with an expected minimum altitude of 518' AGL – RPAS pilots must exercise caution. The 863'AGL antenna located immediately east of our site should help mitigate full-scale flight directly over our modelling site.

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) at or below 1000'agl if the site approved altitude is 400'AGL or less, or no OVC or BKN ceiling at or below 1000' above the site approved altitude, and
   b. the RPA will be able to remain 500' vertically and 1 sm (statute mile) horizontally clear of any cloud, and
   c. a horizontal visibility of 3sm (5km) or more around the flying area exists, and
   d. no other local obscuring conditions (fog, smoke, haze etc.) exist which could make spotting full-scale aircraft difficult.

3. 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. The site is in the NAV CANADA Sault Ste. Marie (CYAM) Class D control zone. Air Traffic Control services are provided by CYAM Air Traffic Control, 7 days a week from 1130z to 0330z (0730 local to 1130pm local). **RPAS operations are not permitted outside these hours** (mRPAS, control line and surface vehicles are permitted). 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 Saulte Ste Marie weather channel time to determine legal night.

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

6. See map below for 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 as follows:
   a. The land surface vehicle area is located to the west of the pilot stations as shown on the map.
   b. The control line circle is located on the runway in front of the pilot stations. Use of the control line circle is not permitted during RPAS operation. If the control line circle is in use RPAS operation are not allowed.

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. The following are mandatory pre-flight assembly and daily testing requirements.
    a. All aircraft shall have a pre-flying inspection prior to 1st flight. Additional repeat inspections per day are the responsibility of the pilot, however the club executive may or may not require a repeat inspection after any mishap.
    b. All pilots **shall ensure models are equipped with a functional fail-safe system** and that system is in operating condition.
    c. A repeat/new inspection is mandatory after any mishap that requires repairs per the MAAC Manufacturer declaration.

9. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas.
    a. Non-RPAS operations must not interfere with RPAS operations. Communication between participants is required.

10. Refer to the attached map for a depiction of the flight lines, flying area, floatplane area, tethered (control line) area and surface (cars) 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. At any time that there are non-RPAS operations, communication between all participants is required to ensure no conflicts
    b. Use of the control line circle is dependent upon agreement from other users (RPAS, mRPAS)
    c. No flying is allowed during grass cutting or field maintenance.

11. In addition to all the above rules, the following rules apply to RPAS floatplane and boat operations,
    a. Notify all members that you are heading to the float area,
    b. A dedicated spotter is required at the floatplane dock to monitor any overflight or conflicts,
    c. The spotter must be cognizant of regular flying operations and avoid any conflict,
    d. No flying over any general area where boats or swimmers are active at any altitude. No flying or operation of boats within 30m of boaters or swimmers. Note: The presence of active boats and swimmers could easily require that no flying take place at all.
    e. Ensure the recovery boat is ready and returned to storage upon completion of floatplane operations,
    f. When returning from the float area, do not come across the flying field until everyone flying gives a signal to do so.

12. 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

Tethered model operations

Spotters are mandatory at this site.

Public safety

1. The flying area/circle edge is centered on the flight area such that the edge of the circle is away from the safety fence.

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.
   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 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.
4. Members may use the control line circle while the surface vehicle area are active or if only the floatplane area is in use.

Spectator safety

Spectators must always remain behind the safety fence regardless of the operation (tethered, RPAS). Surface operations will direct spectators to a safe observation point.

Surface Vehicles (cars/boats) model operations

1. MAAC “spotters” are optional at our site for surface models. The following are club procedures for ensuring by-stander safety:
   a. When any member or other person spots a by-stander approaching the model area that might present a safety concern, they are to yell out “BY-STANDER” in a loud voice.

b. ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from.
c. No operating boats within 30m of any swimmers or boaters. The presence of active boats and swimmers could easily require that no flying take place at all.
d. If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

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 located in Sault Ste Marie Class D Control Zone. Refer to the NAV DRONE approval for current contact information.

Controlled Airspace – Fly-away -				
Location	Name, Class Type	Based at	Other	Contact Info
Site	Sault Ste Marie Class D Control Zone	SFC to 3000		Per NAV CANADA approval notice OR Sault Ste Marie ATC Tower Emergency Number 705 – 779 - 3707

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.

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.

a. 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

This site is in the Sault Ste Marie (CYAM Class D Control Zone). In the event of a conflict between this document and any stipulations or conditions contained in any NAV CANADA approval, NAV CANADA requirements shall prevail. However, **NAV CANADA does not have authority** to remove, reduce, revise or revoke the MAAC Transport Canada Manufacturer Declaration requirements, or the MAAC technical specifications. Please contact MAAC national office immediately if a NAV CANADA representative attempts otherwise.

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 **MAAC minimum requirements** for members to operate an RPAS above 400' at this site.

Airspace Assessment

1. **Regardless of altitude, no member may operate an RPAS without NAV CANADA written approval.** NAV CANADA may add other conditions, and such will be listed in the individual NAV DRONE permissions. Members are required to comply with all NAV CANADA requirements.
2. Regardless of altitude, no member shall operate an RPAS when the NAV CANADA CYAM ATC Tower is closed. Hours of operation are published in the CFS as located in the RPAS Wilco Site survey (1130z-033z) - Summer 0630 to 2230 local, Winter 0730 to 2330 local.
3. Subject to NAV CANADA approval, the maximum permissible RPAS altitude **MAAC approves is 1700' AGL (above ground level).**

Sufficient Communication requirements

There are no aerodromes within 3nm of this site. However, this site is located immediately adjacent to a published VFR arrival and departure route (EAST ROUTE) and is immediately under the IFR Approach path to runway 14 at Sault Ste Marie Sanderson (KANJ) in the USA. **Unless NAV CANADA specifies otherwise**, 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:
   b. the current Sault Ste Marie VFR Terminal Procedures Chart (VTPC) with focus on the EAST ROUTE altitudes and reporting points ("I-75" and "LOCKS")
   c. The current Sault Ste Marie training areas chart, with focus on "GOULAIS", "TROUT LAKE", "ECHO LAKE" and "SUGAR ISLAND".
   d. The IFR Approach procedures, and reporting points for the RNAV (GPS) Runway 14 at Sault Ste Marie Sanderson (KANJ), with focus on the initial fix KUCEP, CACTA (FAF) and AJAPY.
   e. The VO, or other responsible and qualified adult shall be briefed on acceptable MAAC VHF communication etiquette (see attached)
2. While operating RPA above 400', the VO or other nearby responsible and qualified adult **shall:**
   a. Concurrently monitor CYAM Tower frequency 118.8 **and** KANJ advisory on 122.7
   b. Pay closer attention to aircraft arriving or departing CYAM via "EAST ROUTE", or those aircraft who indicate they are transiting the zone via "St. Mary's River"
   c. Pay closer atttention to VFR training aircraft that indicate proceeding to or from the following training areas:

i. **TROUT LAKE, SUGAR ISLAND, or ECHO LAKE.**

d. **Not transmit on ATC frequencies unless clearly instructed to do so by ATC**

Visual Observer (VO) assessment

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

1. At least one VO shall be positioned near the flight line, within earshot at normal conversational voice levels. If need be, equip the VO with a noise-making device to supplement any aircraft warnings.
2. The VO shall be equipped with any required aviation communication devices, such as VHF radios, cell phones or other devices.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
4. Non-essential ambient noise shall be kept to an absolute minimum (generators, music, etc.)
5. As the MAAC approved altitude flying area is within controlled airspace, the VO cannot assume any other roles.

The Club/site/event shall:

1. Ensure a copy of these rules, in their entirety are available to all RPAS pilots at the site.
2. 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. **Obtain NAV CANADA approval** for all operations above 400'agl and keep such approval on site while operating the RPA.
2. **Only** operate an RPAS registered, declared and meeting the MAAC Manufacturer Declaration requirements. Other manufacturer's declarations are **not** transferable to this policy.
3. 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.
4. 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.
5. Ensure a recent site survey and NOTAM check have been completed,
6. Ensure any crew declare themselves as properly trained in accordance MAAC policy. Verbal confirmation is sufficient.
7. 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.
8. 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.
9. 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

Controlled Airspace VHF Communication Guide:

Unless NAV CANADA/Controlling Agency specifies otherwise, members will adhere to the following:

1. ATC frequencies are for full scale aviation, do not speak unless spoken to or as required to do so as per NAV Canada approval.
2. The reason for VHF communication capability is to assist in flight safety. In all instances where VHF communications are confusing or unclear pilots should descend and land immediately.
3. MAAC Sites and operators DO NOT have the authority to issue instructions advice or guidance to any other party using ATC frequencies.
4. Do identify yourself on the start of all calls, MAAC recommends you use the following name, unless NAV CANADA specifies otherwise.

"MAAC Leighs Bay drone ops"

5. If you encounter any problems, please contact your Zone Director.

RPAS Operations Above 25kg - Not approved

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

RPAS Pilot In Command

General site rules
This site is in controlled airspace, MAAC does not allow more than one-on-one direct supervision. RPIC in this regard is not to be considered RPA instruction or how to fly – its intended to be supervised flying of **competent students** who do not possess the correct ratings or paperwork.

The following constitutes the MAAC program under the MAAC Manufacturer declaration instruction provisions:

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety and situational awareness. The RPIC may or may not provide hands-on "instruction" to any student at their discretion.
2. The RPIC shall be positioned and remain within earshot, at a normal conversational level, of the student while the RPA is airborne.
   a. Conversely, regardless of physical pilot stations arrangements, RPIC shall not occur unless the student is within earshot of the RPIC.
3. The site shall ban or otherwise prohibit all extraneous noise to ensure a solid verbal communication ability between RPIC and students.

Event Approval

All events must be processed per below. If you have any doubts about your event, contact your Zone Director or the SAG directly.

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

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

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

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

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

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

Over 400'agl and above 25kg - Not approved

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

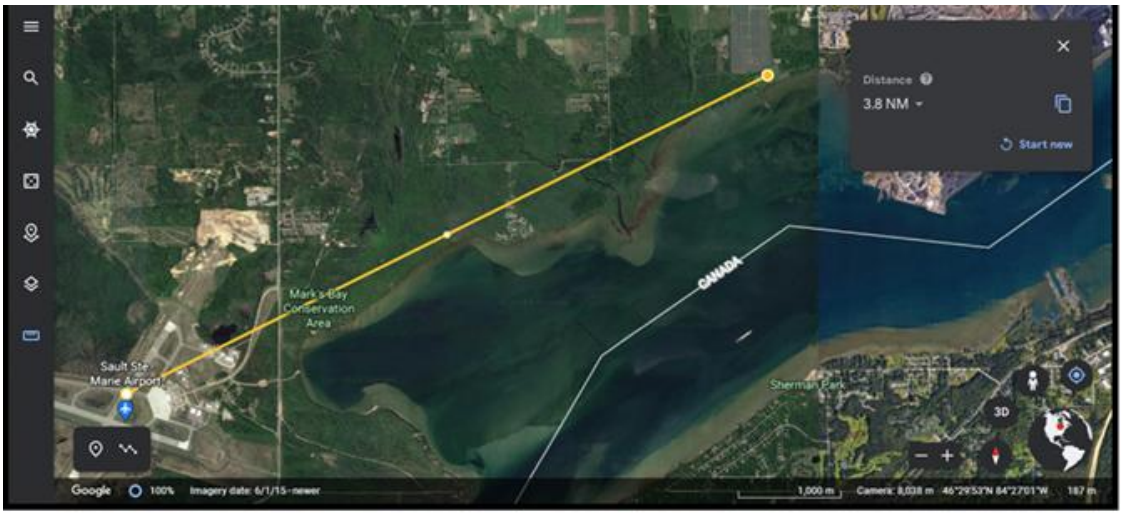
1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b. Ensure the site meets all MAAC event organizational and logistic requirements 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.

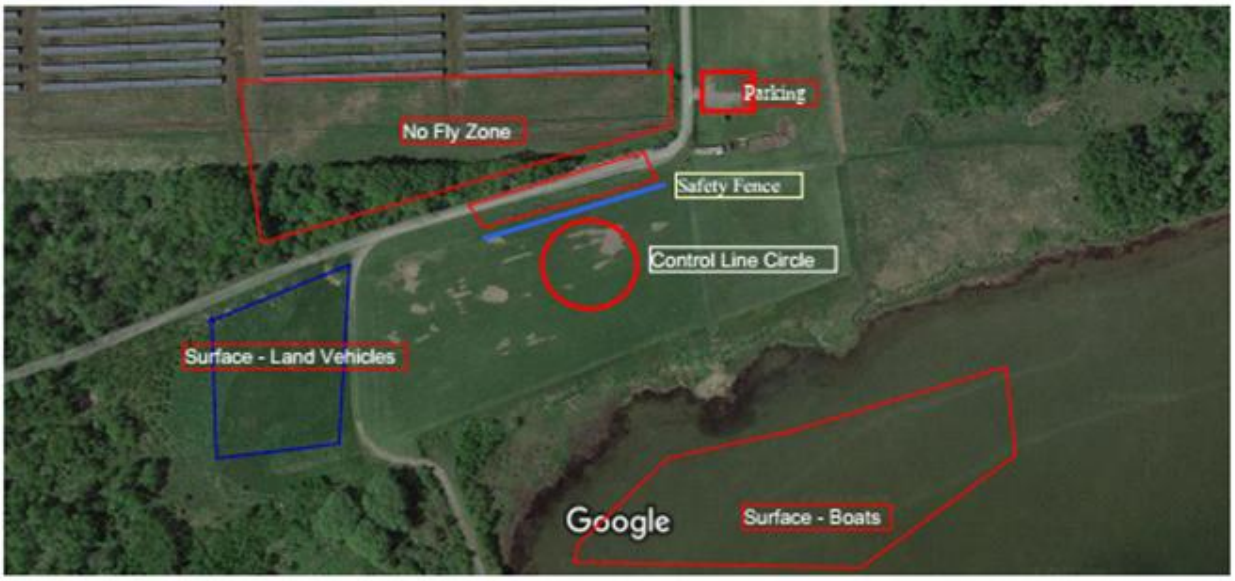
3. Any member attending an event shall
   a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
   b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

Diagrams/maps

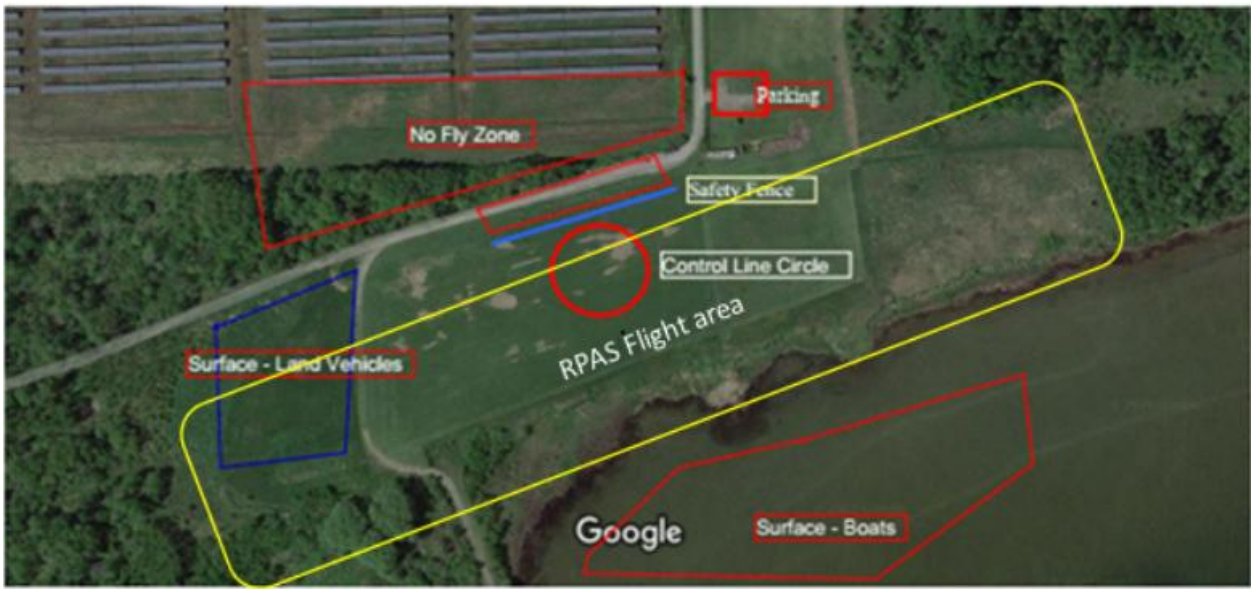
Site Proximity to CYAM



Field Layout

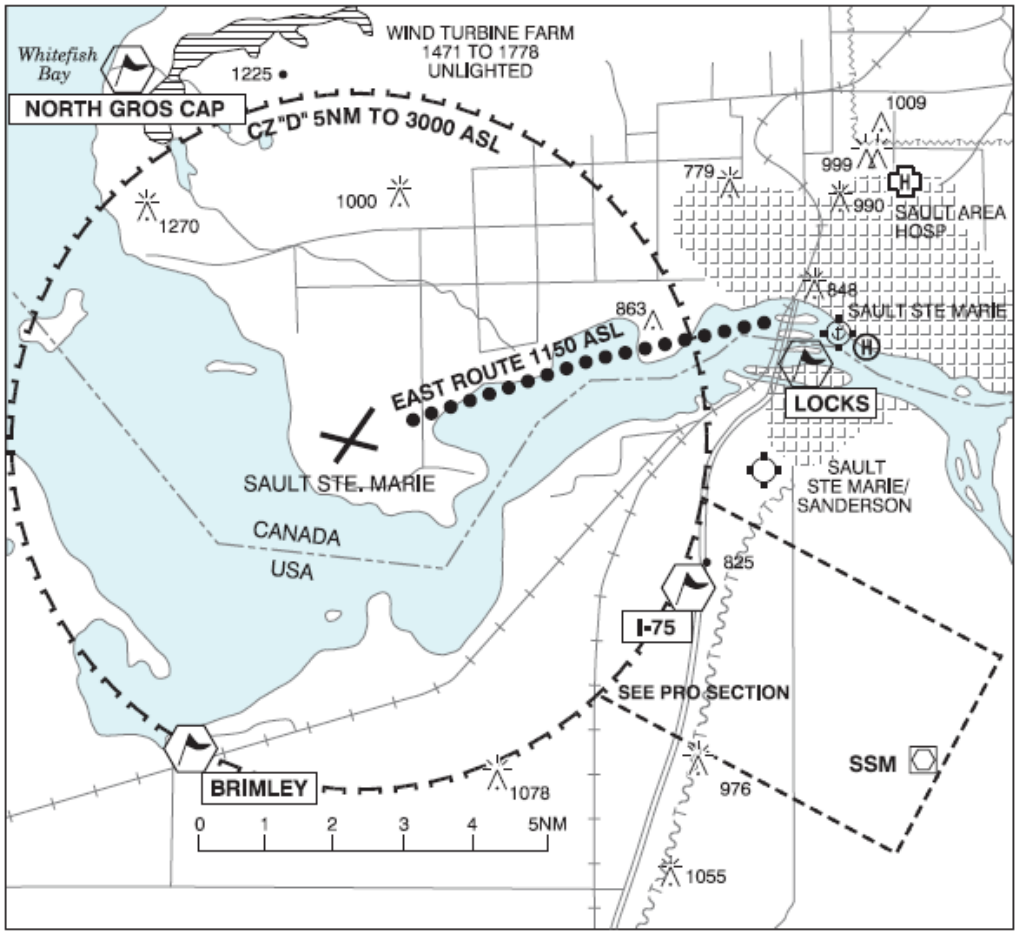


Site Flying area diagram.



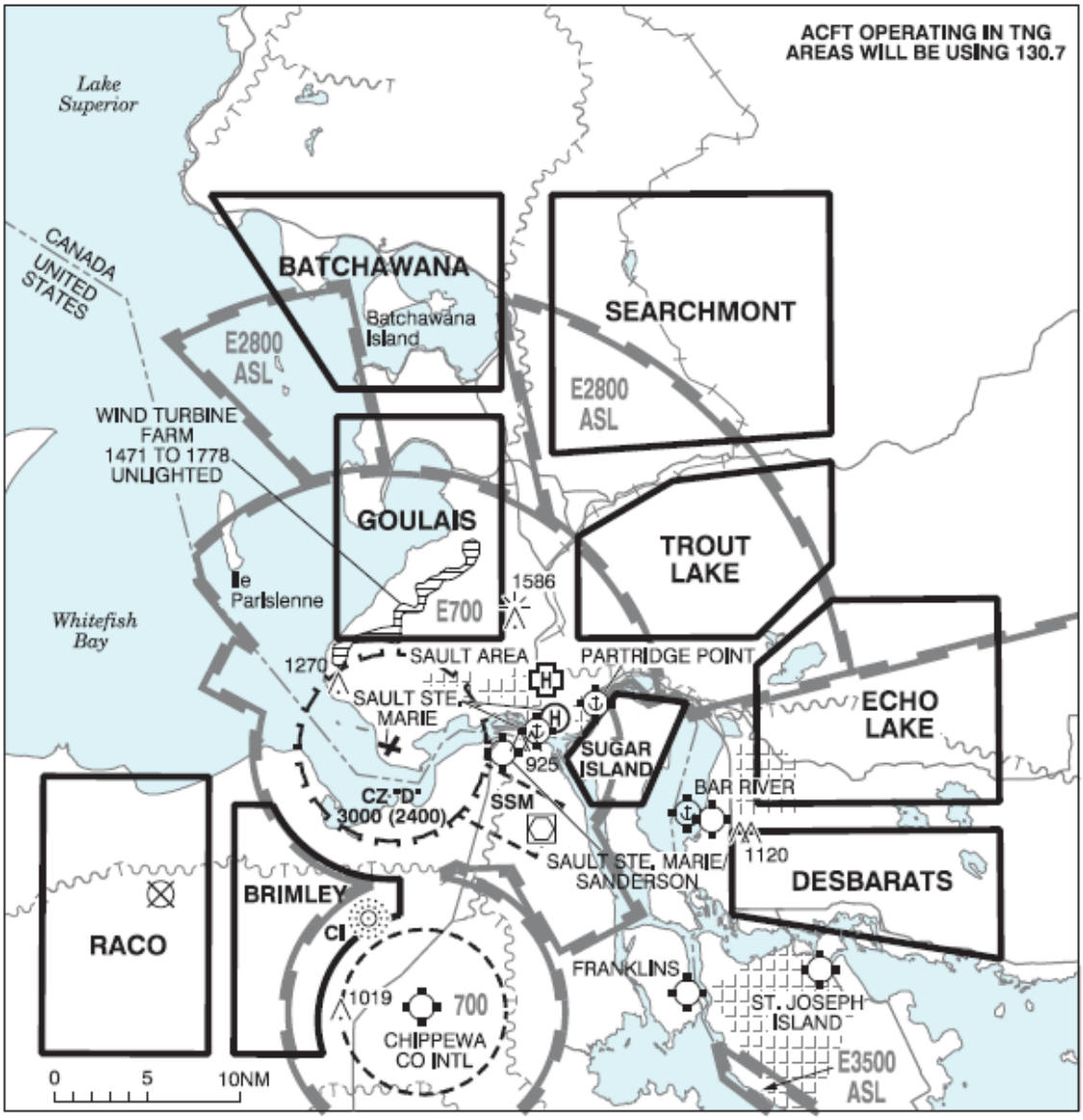
NAV DRONE Viewer Grid altitudes

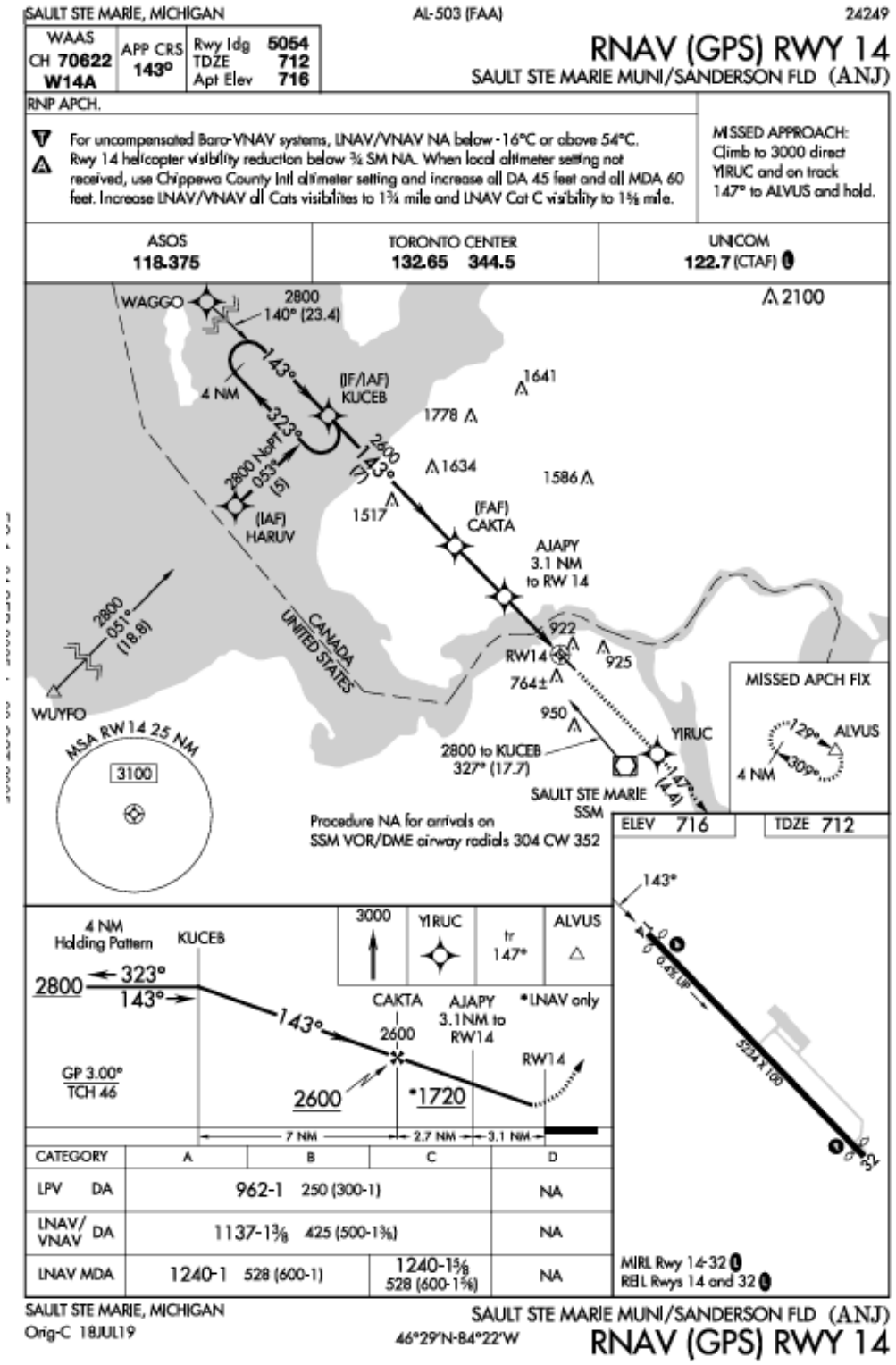
SAULT STE. MARIE VFR TERMINAL PROCEDURES CHART



NAME	IDENT	LAT/LONG
BRIMLEY	VCBRM	N46° 24' 45" W084° 34' 00"
I-75	VCISF	N46° 26' 00" W084° 23' 36"
LOCKS	VCLKS	N46° 30' 12" W084° 21' 18"
NORTH GROS CAP	VCNGC	N46° 34' 30" W084° 35' 30"

SAULT STE. MARIE VFR TERMINAL PROCEDURES CHART - TRAINING AREAS




SAULT STE MARIE, MICHIGAN
AL-503 (FAA)
24249
WAAS
CH 70622
W14A
APP CRS
143°
Rwy Idg 5054
TDZE 712
Apt Elev 716
RNAV (GPS) RWY 14
SAULT STE MARIE MUNI/SANDERSON FLD (ANJ)
RNP APCH.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Rwy 14 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Chippewa County Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibilities to 1¾ mile and LNAV Cat C visibility to 1⅝ mile.
MISSED APPROACH:
Climb to 3000 direct YIRUC and on track 147° to ALVUS and hold.
ASOS
118.375
TORONTO CENTER
132.65 344.5
UNICOM
122.7 (CTAF)
WAGGO
2800
140° (23.4)
2100
143°
4 NM
323°
(IF/IAF)
KUCEB
1641
1778
2800 NoPT
053°
(5)
2600
(7)
143°
1634
1586
1517
(IAF)
HARUV
(FAF)
CAKTA
AJAPY
3.1 NM
to RW 14
2800
051°
(18.8)
CANADA
UNITED STATES
922
RW14
925
764±
950
MISSED APCH FIX
129°
ALVUS
4 NM
309°
WUYFO
MSA RW 14 25 NM
3100
2800 to KUCEB
327° (17.7)
YIRUC
147°
(4.4)
SAULT STE MARIE
SSM
Procedure NA for arrivals on
SSM VOR/DME airway radials 304 CW 352
ELEV 716
TDZE 712
4 NM
Holding Pattern
KUCEB
323°
143°
2800
143°
3000
YIRUC
tr
147°
ALVUS
CAKTA
2600
AJAPY
3.1NM to
RW14
*LNAV only
RW14
GP 3.00°
TCH 46
2600
*1720
7 NM
2.7 NM
3.1 NM
143°
0.6% Up
524 X 100
CATEGORY
A
B
C
D
LPV DA
962-1 250 (300-1)
NA
LNAV/ VNAV DA
1137-1⅜ 425 (500-1⅜)
NA
LNAV MDA
1240-1 528 (600-1)
1240-1⅝ 528 (600-1⅝)
NA
MIRL Rwy 14-32
REIL Rwys 14 and 32
SAULT STE MARIE, MICHIGAN
Orig-C 18JUL19
46°29'N-84°22'W
SAULT STE MARIE MUNI/SANDERSON FLD (ANJ)
RNAV (GPS) RWY 14
EC-1, 04 SEP 2025 to 02 OCT 2025

SAULT STE. MARIE ON CYAM

REF	N46 29 06 W84 30 34 8WSW 7°W (2012) UTC-5(4) Elev 632' A5001 LO4 HI4 HI5 CAP
OPR	Sault Ste. Marie Airport Development Corporation 705-779-3031 1045-0345Z‡ Cert Ldg fees
PF	B-1,2,3,6,7 D-4,5
CUST	AOE/30 888-226-7277
FLT PLN	Pilots to open/ close VFR flt plan with London rdo 123.475 or by phone.
FIC	London 866-WXBRIEF (Toll free within Canada) or 866-541-4104 (Toll free within Canada & USA)
WX	METAR H24. TAF H24, issue times: 02, 08, 14 & 20Z.
SERVICES	Call out chg may be levied for one or more svcs
FUEL	100LL, JA-1 (FSII avbl)
OIL	100, 15W50
S	1,2,3,4,5,6
SUP FL	LHOX, D & A-ice PN
JASU	Mil-CE14, CA2, GTC/GTE85
PVT ADV	Executive Aviation (World Fuel Services) 122.45 Mon-Fri 11-01Z‡, Sat-Sun 1100-0001Z‡ O/T call out chg 249-889-1244 JD Aero (Avjet Fuels) 128.875 10-22Z‡ 705-779-3977 Ext 200 O/T call out chg apply 705-779-3977 Ext 213/215 or 705-541-8153 (FBO mgr)
MIL CON	JD Aero Technical (Avjet Holding) 705-779-3977
RWY DATA	Rwy 04(040°)/22(220°) 6000x148 ASPH Rwy 22 down 0.3% Rwy 12(115°)/30(295°) 6000x200 ASPH
RWY CERT	Rwy 04/22 AGN IV Rwy 12 RVR 1200(1/4sm)/Rwy 30 RVR 1200(1/4sm) AGN IV
RCR	Opr Win maint CRFI/RSC 1030-0230Z‡ Nov 15-Mar 31 O/T call out chg. 3 hrs PN. PLR/PCN
LIGHTING	04-AO(TE ME) P2, 22-AO(TE ME) P2, 12-AN(TE HI), 30-AO(TE HI) P1 ARCAL-118.8 type K when twr clsd.
COMM	
RCO	London rdo 123.475 (FISE) 126.7 (bcst)
ATIS	133.05 1130-0330Z‡
GND	121.7 1130-0330Z‡
TWR	Sault 118.8 (E) 1130-0330Z‡ (emerg only 705-779-3707)
MF	tfc 118.8 0330-1130Z‡ 5NM shape irregular 3000 ASL (CAR 602.98) MF only applicable over Cdn territory
PAL	Toronto Ctr 132.65 344.5
NAV	
VOR/DME	SSM 112.2 (T) Ch 59 N46 24 44 W84 18 54
ILS	IAM 109.5 (Rwy 12) RVR LOC reliable only within 10° either side of centreline.
PRO	Heli arr/dep E as indicated on VTPC. Heli arr/dep N & S at Twr discretion. Hi M of tfc in the vic Sault, Michigan aprt, also on 122.7. Twy G run-ups: only south of the svc road intxn and facing west.
CAUTION	Dur win months btwn 0330-1130Z (when ATC clsd), aprt maint & snow removal vehicles may be oprg on the rwy surface. Ctc all gnd vehicles on MF when ATC clsd.

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!