Sun City Prop Busters
2025 Rules

MAAC Approved September 22, 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: Sun City Prop Busters (#356, Zone K)

Site Name: Sun City Prop Busters

Location: Gate Entrance: 49.119556, -102.916889 Estevan, SK

Pilot Station Coordinates: 49° 07' 07.9"N 102° 54' 55.4"W
(49.118861, -102.915389)

Site Contact(s): Art Dougherty, 13578-L, President
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Secretary/treasurer: Shelley Folbar 48689-L
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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 Sun City Prop Busters, or an invited guest of Sun City Prop Busters 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. Parking available for each of the flying field, 1/10th scale racing oval and the bump and jump track
2. Off-grid clubhouse with war room, office, washroom, kitchen and bbq, recycle and garbage bins, firepit.
3. Dry camping.
4. Visiting pilots, registration in office, flight rules and facility rules posted, tables to work on craft, charging station.

5. All full-sized vehicles (including automobiles, bicycles, motorbikes, and trucks) are not to be driven on the flying field, runway surfaces or 1/10th scale track, except when necessary in maintenance or transportation of needed equipment.
   a. When not in use, all full-sized vehicles are to be parked in the parking lot or other designated areas.
   b. Unloading flight craft from vehicles can be done behind the clubhouse, behind the tractor shed and to the north of the tractor shed. Then the vehicle should be removed to designated parking.
   c. Unloading and parking for 1/10th scale racing equipment can be done east of the 1/10th scale oval.
6. All modelers and guests are responsible for their personal effects and shall endeavor to keep the facility in as clean and tidy a condition as possible.
7. No member or guest shall operate any model on the club facility while under the influence of alcohol or drugs.
8. The last member leaving the facility grounds shall ensure the security of the field and clubhouse by locking the clubhouse and the field gate.
9. The club will review these rules at least annually and update as needed.

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:

49°07'10.4"N 102°55'00.8"W (49.119556, -102.916889) Estevan No. 5, SK

East from Estevan, Saskatchewan on Hwy 18/39 then South on Shand Power Station Road, .7km past Supreme street. Turn East (left) and travel 0.6km east to gate entrance. GPS coordinates are 49.119556, -102.916889

East from Estevan, SK, South on Shand Power Station Road, just before the railway tracks turn east for our approach. First aid kit is in the war room of the clubhouse

1. Fire extinguisher is in the war room of the clubhouse and in the tractor shed.
2. First aid kit, fire extinguishers, fire blanket

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/.25ci	1 circle on runway
Free flight	<2kgs	1700’agl
Space Models	<1.5kg/F engines	1700’agl
Surface Vehicles	1/10 scale/electric or IC power	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 – There **no** special CAR restrictions on RPAS models operated under 400'agl. All RPAS operatinig over 400' must conform to the MAAC Manufacturer Declaration/Safety Assurance provision.
3. Club/Site/Event requirements - Mufflers to be used on all glow/gas powered vehicles and aircraft. All engines larger that 0.15ci shall have a muffler
4. MAAC Add-on requirements – RPAS operated 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 - All pilots must have a MAAC Wings designation or otherwise have demonstrated piloting proficiency, or be accompanied by their flight instructor, depending on skill level whether a buddy box transmitter is used.
4. MAAC Add-on requirements – RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR.
2. RPAS CAR requirements - The VO may be any responsible person who has been briefed on the site procedures.
3. Club/Site/Event requirements – A spotter is required for quad copter operations and recommended for pilots of fixed wing aircraft. A spotter is required for use for each pilot at any event and if more than one pilot is operating their aircraft in the air. Spotters may be used at the 1/10th scale racing oval as well as at the bump and jump track.

4. MAAC Add-on requirements - RPAS Pilots operating over 400'agl must comply with the MAAC/SFOC pilot requirements listed in the add on section of this document.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations in controlled airspace, 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 of full sized air traffic is strongly encouraged. 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:
      i. Prior to commencing operations over 400' AGL the VO shall be briefed on:
         - IFR Approach fixes and reporting points for the RNAV Runway 33 approach, and the presence of Estavan paradrop activities.
   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. While operating RPA above 400', the VO or other nearby responsible adult **shall** monitor Aviaton communications on the CYWN UNICOM frequency 123.0mhz. If radio monitoring is not possible or fails, 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”.

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.

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.
   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 meeting 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
Instructors must have a minimum of a “B” wing proficiency. A to D wing can instruct any new pilot. “B” wing can instruct an “A” wing.”C” wing can instruct a “B” wing and so on.

There will be no instructional or demo flights, other than featured performance during events.

Spotters
All pilots participating in events must have a spotter

Airspace requirements or permissions

This site is uncontrolled G airspace.

The nearest controlled airspace vertically is Class A based at 18000'.

The nearest controlled airspace laterally is CYQR Class E Transistion Area based at 700'AGL located 68NM northwest and and CYQR Class D Control Zone located 97NM northwest.

Site elevation: 572m/1878'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 local weather channel time to determine legal night.

5. There should be no more than 4 craft in the air at a given time, unless there is a special event such as ribbon cutting. 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, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas The clubhouse war room and the area in front of the clubhouse (where there are no spectators) is where craft can be serviced prior to placing the craft at the pit area to start engines.

9. All craft must be held back or tethered prior to starting engines. All fixed wing aircraft must be held by crew while the pilot does a range check.
    a. All RPAS pilots must complete an inspection of the plane and system at the beginning of each day. This includes a range check and confirmation of the Fail Safe if equipped
    b. Frequency pins are in use at this site for 72MHz. Check to be sure you are the only pilot using your frequency before you turn your transmitter and model airplane on.
        i. Place your frequency pin on the frequency board – call out what frequency you wish to use should the frequency be covered by another's pin. Wait until that pilot has safely landed and turned his equipment off prior to turning your equipment on.
        ii. "A" is not necessary for those with radio transmitters using 2.4 GHz multi-channel transmitters.

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. Pilot stations are provided for pilot and spotter.
    b. Spectators are to stay in the designated spectator area to the east of the clubhouse
    c. There is no designated quad-copter or rocket area, however, if a pilot wishes to fly or take the rocket off, all that is needed is a request that he is taking off and will have the airspace.
    d. Rockets, Tethered aircraft & Free Flight may be flown from the runway. No RPAS operations are allowed during that time.
    e. Flying is not allowed during fleld maintenance
    f. No flying is permitted over or behind the pit area or outbuildings.

11. The following are the site take-off, approach, landing and recovery procedures:
    a. Ensure you, as the pilot, have the airspace. This may be as simple as saying "I'm ready to fly"
    b. Pilots, or their spotter, shall call out all model movements Call loudly if having an issue, ie "Dead Stick Landing" (which means dead engine) so that you may make an attempt to glide in and others in the air will know to steer clear.
    c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.
    d. Pilots must stand at the pilot station.
    e. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
    f. Landing aircraft have the right of way.
    g. No person shall proceed past abeam the pilot stations without permission of other pilots flying.
    h. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Non-RPAS Normal Modeling procedures

Tethered model operations

No RPAS flying will take place while Control line flying. All control line flying will take place past the flight line.

Public safety

1. The flying area/circle 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..
   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 R/C track is in use.

Spectator safety

Spectators must remain behind the designated barriers, at least 10 meters away.

Free Flight model operations

Aviation safety

1. No member shall launch a free flight model aircraft if a full-scale human carrying aircraft is in the immediate vicinity of the launch site.

a. 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 optional at this site. The following are site procedures for ensuring by-stander safety:

   a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
   b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
   c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Spectator safety
FF aircraft must be launched 40m downwind from any spectators.

<u>Space model operations (Rocketry)</u>

No launches shall take place when RPAS or control line are flying.

Aviation safety

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 mandatory at this site. The following are site procedures for ensuring by-stander safety:
   a. When any member or other person spots a by-stander approaching the launch or recovery area that might present a safety concern, they are to yell out "BY-STANDER" in a loud voice.
   b. ALL members must immediately stop any launch preparations and disarm the power/launch system.
   c. If a model has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Member safety

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) model operations

Both the oval track and the bump and jump track may be used during RPAS operation.

Public safety

1. The public and spectators are required to stay in the bleachers or behind the track safety barriers for both oval and bump and jump tracks.
2. It is permissible to view from a parked full-sized vehicle provided the vehicle is parked in the designated viewing area.

Member Safety
1. Members are only allowed to enter the flying field or 1/10th scale oval track or bump and jump track after all models are stopped. Members are not to enter the flying field or ground tracks while flying or racing/driving is in progress.

Spectator Safety:
1. 1/10th Scale Racing Oval
   a. Spectators are required to stay in the bleachers or behind the track safety barriers.
   b. It is permissible to view from a parked full-sized vehicle provided the vehicle is parked in the designated viewing area.
2. Bump and Jump Track

a. Spectators are required to stay behind the safety barriers.
b. It is permissible to view from a parked full-sized vehicle, provided the vehicle is parked in the designated viewing area.

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:

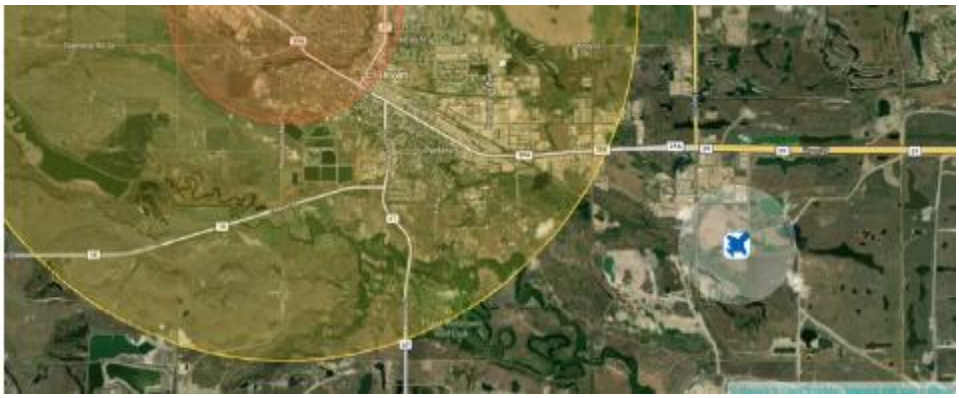
   This site is wholly in uncontrolled airspace. The nearest controlled airspace volume is

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	None			
Above 400'				

   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	None			



Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.
    a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done.
    b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing.
    c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all flying/modelling will cease until MAAC confirms you may resume operations.
    d. This process is for **your** protection.

Transportation Safety Board (TSB) Protocols

1. In addition to MAAC reporting requirements, according to TSB Regulations and policies, RPAS occurrences shall be reported to the TSB to 819-994-3741 or 1-800-387-3557 as soon as possible after the occurrence:
    a. if an RPA with a MTOW (maximum take off weight) greater than 25 kg is involved in an accident as defined in 2(1)(a) of the TSB Regulation;
    b. if a person is killed or sustains a serious injury as a result of coming into direct contact with any part of an RPA, including parts that have become detached from the RPA; and
    c. if a collision occurs between any RPA and a traditional aircraft.

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

Model damage/repair protocol

1. In the event of any normally expected modelling mishap which requires any degree of repair, the model may only be “field repaired” if all normal modelling supplies and tools are present and used in accordance with established modeling practices or manufacturer instructions.
    a. Any repair other than minor (replacing broken propeller etc.) shall be treated as a maiden flight/operation. Ensure RPAS logbook entries are made.

b. Any repair that cannot be fixed at the field, shall only be repaired at the modellers/owners shop or other repair facility. Ensure RPAS logbook entries are made.

Service Difficulties

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

1. If a mRPAS or an RPAS is being operated under any manufacturer declaration (MAAC or other), the RPAS pilot shall ensure, without delay, a report is filed with the manufacturer if they encounter any of the following:
   a. Any inability to meet the position determination standards (Standard 622) associated with the manufacturer declaration, related to equipment or the performance of equipment.
   b. Any failure of a critical command and control component not attributable to normal wear and tear or obvious misuse (example dead/low battery), and
   c. any other aspect of RPAS operation where the safety assurance declaration was not met.

MAAC Add-ons

RPAS Operations Above 400'AGL

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

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is Regina Class D control zone 97nm Northwest. Controlled airspace vertically over this site is based at 18,000'.

1. **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, depicted air routes, or commonly used tracks near this site that require communication capabilities. However, this site lies directly under the IFR approach to CYEN Runway 33, and paradrop operations at Estavan regional airport may be of concern on occasion. 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 IFR Approach fixes and reporting points for the RNAV Runway 33 approach, and the presence of Estavan paradrop activities.
2. While operating RPA above 400', the VO or other nearby responsible adult **shall** monitor Aviation communications on the CYWN UNICOM frequency 123.0mhz. If radio monitoring is not possible or fails, 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 need be, equip the VO with a noise-making device to supplement any aircraft warnings.
2. The VO shall be equipped with any required aviation communication devices, such as VHF radios, cell phones or other devices.
3. The VO shall be equipped with any support equipment determined by the club to be relative to the duration of duties, such as water, a chair, or shade from the sun provided it does not interfere with VO duties.
4. As the MAAC approved altitude flying area is 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 – Not Approved

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

1. The primary role of the RPIC is to provide airspace regulatory compliance, safety and situational awareness. In one to five scenarios, the RPIC is not expected to provide hands-on "instruction" to each student, which is why each student must possess at least a Basic RPAS operator certificate and competent RPA piloting experience.
2. In all cases, the RPIC is the "control station" and while RPIC is being provided their decisions, directions, and commands on the flight line are final and definitive as follows:
    a. No other person, including Club or event officials, shall attempt to override or countermand a RPIC command related to the provision of the RPIC program.
    b. The RPIC, however, shall obey all cease flying orders based on decisions or directions of Site, Club or event officials.
    c. The RPIC shall obey any flight safety directions issued by other members, such as detect and avoid call outs "Airplane" and shall direct an appropriate response to all students without reservations or delay.
3. All students shall be briefed and agree the RPIC is in charge and all his decisions, commands and instructions are final and shall be complied with immediately, including up to potential destruction of the RPA (intentional crashing in a safe location/manner).
    a. Students shall not start or arm or otherwise make an RPA ready for flight unless directed by the RPIC.
    b. No student shall move an RPA from any designated start up area until directed to by the RPIC. The intent being an orderly "launching" of all models under the RPIC control.
    c. No student shall take off or launch an RPIC unless permitted by the RPIC. Such permissions may be issued to all students/pilots or given individually.
    d. Thereafter, once their RPA is airborne, the students shall operate their RPA independently, but under the general direction of the RPIC.
        i. RPA to RPA traffic patterns, collision avoidance and similar remain the domain of the students, unless spotters or other parties intercede.
        ii. Any commands a RPICs issue to an individual RPA shall be acknowledged by the individual pilot (student)
        iii. Any group RPIC commands shall be acknowledged by all students.
    e. Students, upon hearing any flight safety directions such as "airplane" are free to comply with stipulated site responses without waiting for the RPIC to issue the command. They shall, however, confirm any such action with the RPIC as soon as possible thereafter.
    f. Any student experiencing a dead stick or urgent landing situation is permitted to take whatever actions they deem appropriate to ensure the safety of their model, and the site occupants.

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

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

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

<u>Event Approval</u>

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 above 400'agl and/or weighing more than 25kg – Not Approved

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

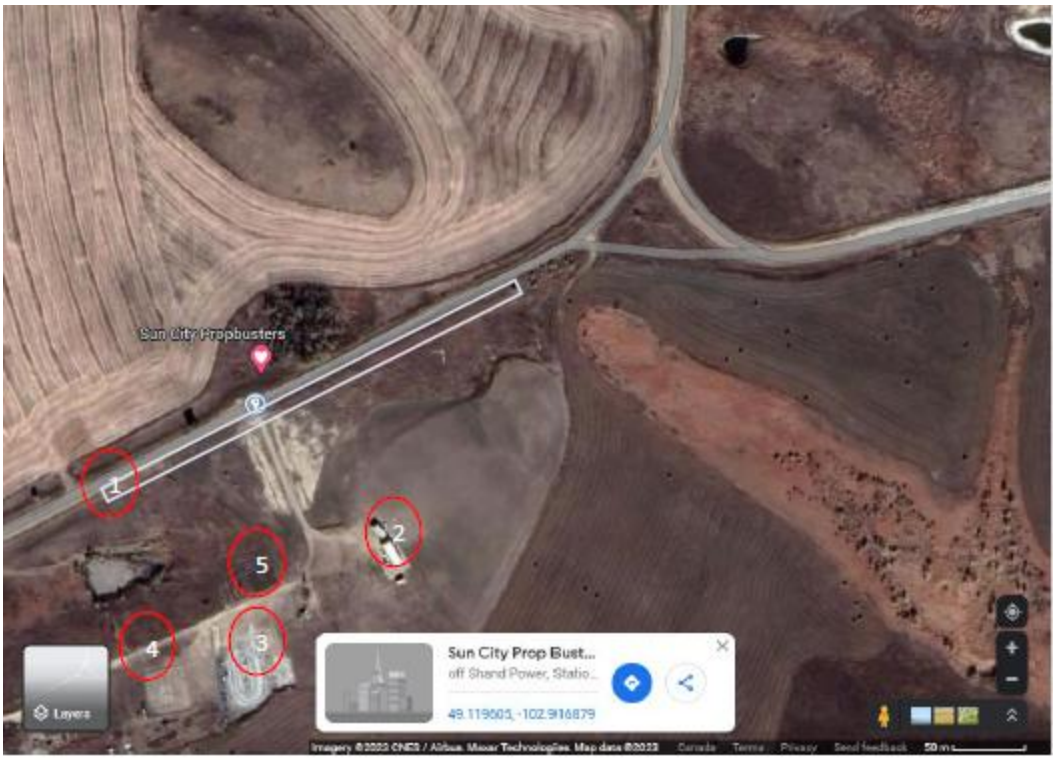
1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b. Ensure the site meets all MAAC event organizational and logistic requirements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

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.
   c. Register at the Club office in order that credentials can be ascertained.

Diagrams/maps

Gated entrance to facility:



1. Barbed wire fence running along the road to protect the property. (outlined in grey box)
2. Tractor shed and clubhouse facing east with the smallest building being the solar panel array.
3. 1/10th Scale Racing Oval
4. Bump and Jump Track – not finished as of 2023 and therefore, not in use.
5. Garden area

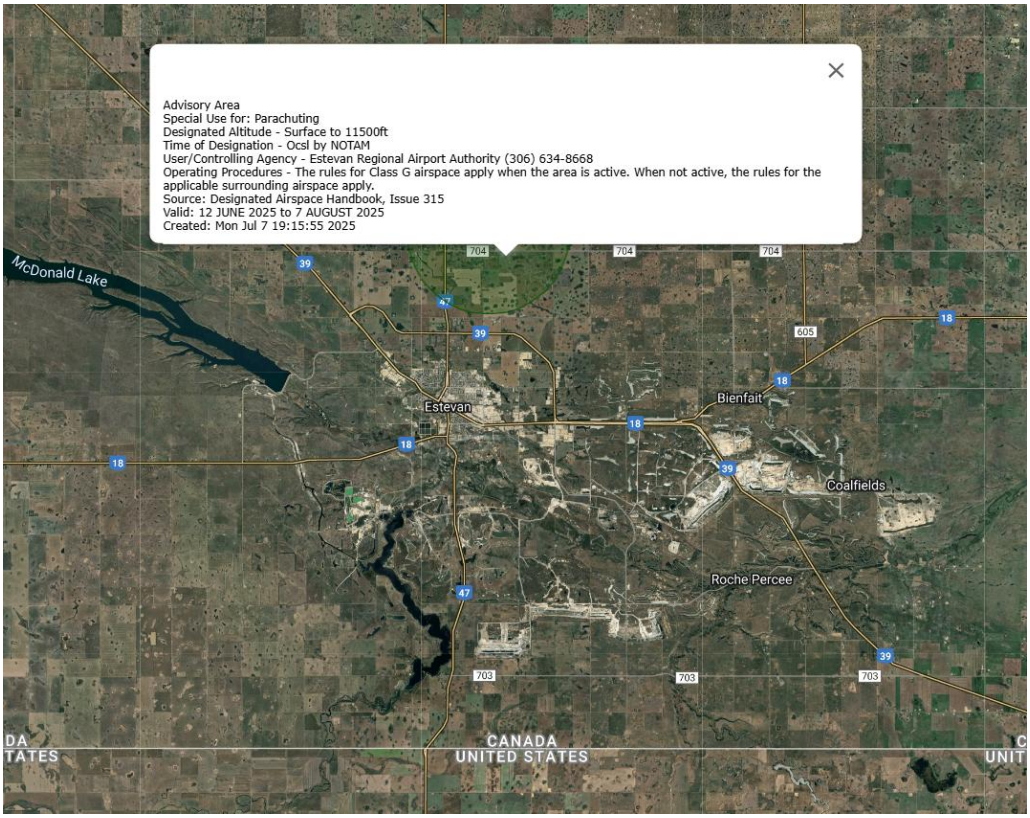
Note: all roads in the fly zone are private and not open to public.

Pit Area and Spectator Parking:

1. Pit Area
2. Spectator area in front of clubhouse and west of the 1/10th Scale Racing Oval
3. Parking behind the clubhouse and tractor shed (white rectangular boxes).
4. Parking and camping in the blue rectangular box.
5. Parking at the 1/10th Scale Racing Oval in the grey box.

Flying Area and No Fly Zone


Restaurants
Hotels
Things to
Sign in
Fly Zone
No Fly Zone
Layers
Google


Advisory Area
Special Use for: Parachuting
Designated Altitude - Surface to 11500ft
Time of Designation - Ocsl by NOTAM
User/Controlling Agency - Estevan Regional Airport Authority (306) 634-8668
Operating Procedures - The rules for Class G airspace apply when the area is active. When not active, the rules for the applicable surrounding airspace apply.
Source: Designated Airspace Handbook, Issue 315
Valid: 12 JUNE 2025 to 7 AUGUST 2025
Created: Mon Jul 7 19:15:55 2025
McDonald Lake
Estevan
Bienfait
Coalfields
Roche Percee
CANADA
UNITED STATES

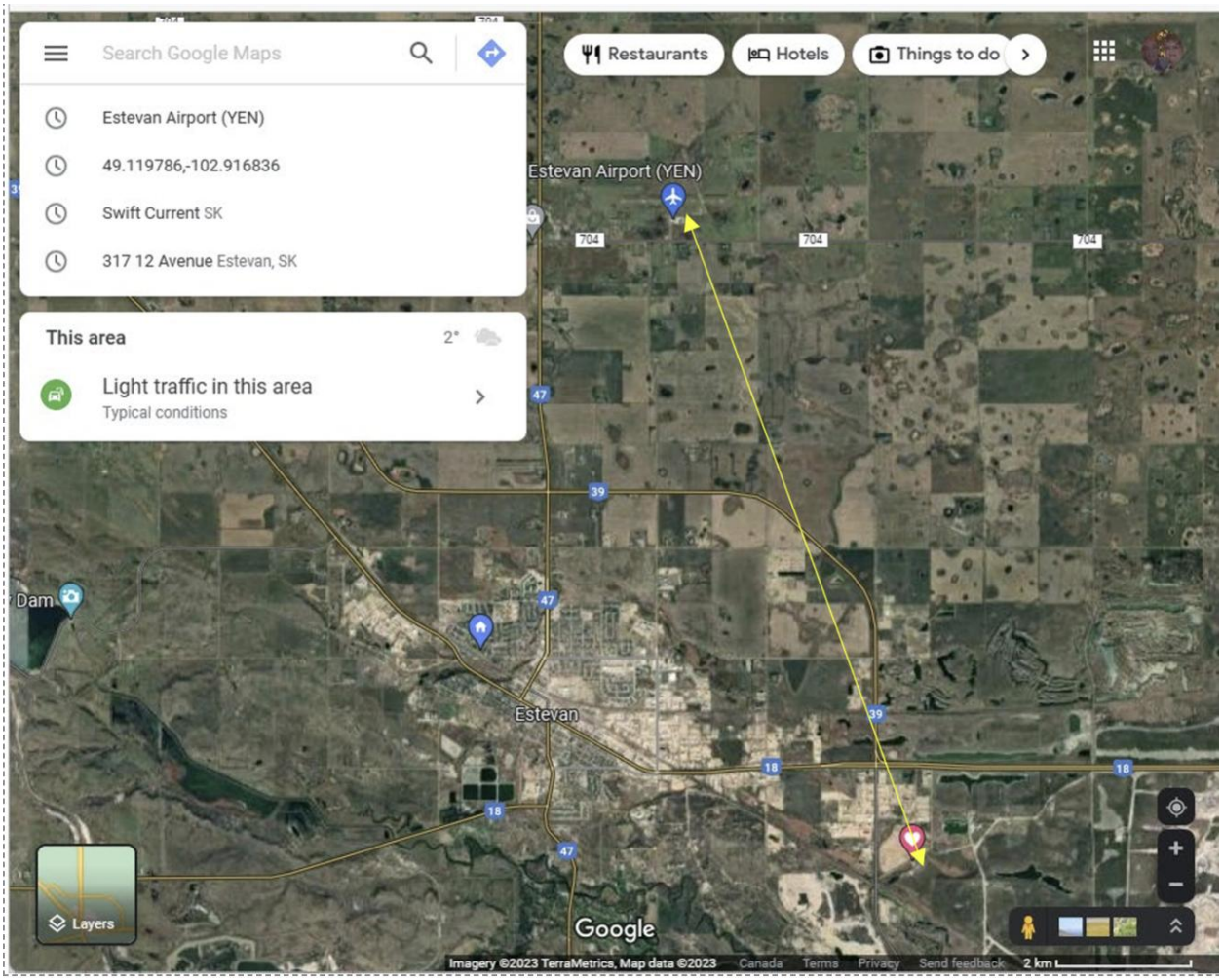
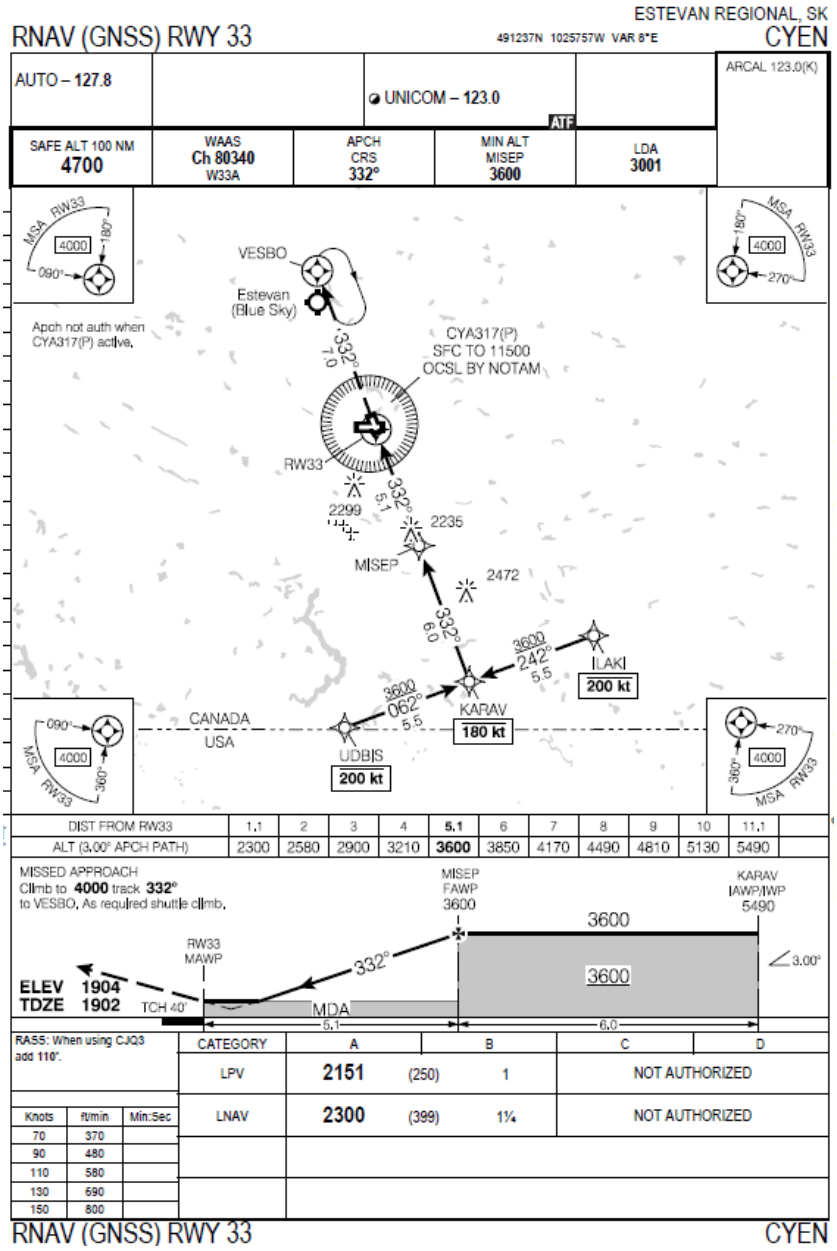


Figure 7: Estevan Airport 49.119786, -102.916836
Sun City Prop Busters Pilot Station at 49 07 07.77N 102 54 54.83W
5.5 nautical miles from Sun City Prop Busters Pilot Station to Estevan Airport (YEN)
(Red Pin is Sun City Prop Busters at gate: 490711.2N 1025500.6W)

Contact: Art Dougherty, President
adougherty2@sasktel.net
(306) 421-7023

Trevor Gessner, Vice President
tgessner@sasktel.net
(306) 461-9477


ESTEVAN REGIONAL, SK
RNAV (GNSS) RWY 33
491237N 1025757W VAR 8°E
CYEN
AUTO – 127.8
UNICOM – 123.0
ATF
ARCAL 123.0(K)
SAFE ALT 100 NM
4700
WAAS
Ch 80340
W33A
APCH
CRS
332°
MIN ALT
MISEP
3600
LDA
3001
MSA RW33
4000
090°
180°
270°
360°
Apch not auth when
CYA317(P) active.
VESBO
Estevan
(Blue Sky)
CYA317(P)
SFC TO 11500
OCSL BY NOTAM
RW33
332°
7.0
5.1
2299
2235
MISEP
2472
6.0
3600
242°
5.5
LAKI
200 kt
062°
KARAV
180 kt
CANADA
USA
UDBIS
200 kt
DIST FROM RW33
1.1 2 3 4 5.1 6 7 8 9 10 11.1
ALT (3.00° APCH PATH)
2300 2580 2900 3210 3600 3850 4170 4490 4810 5130 5490
MISSED APPROACH
Climb to 4000 track 332°
to VESBO. As required shuttle climb.
MISEP
FAWP
3600
KARAV
IAWP/IWP
5490
RW33
MAWP
ELEV 1904
TDZE 1902
TCH 40'
MDA
5.1
6.0
3.00°
RASS: When using CJQ3
add 110°.
CATEGORY
A
B
C
D
LPV
2151
(250)
1
NOT AUTHORIZED
LNAV
2300
(399)
1¼
NOT AUTHORIZED
Knots
ft/min
Min:Sec
70 370
90 480
110 580
130 690
150 800
RNAV (GNSS) RWY 33
CYEN


ESTEVAN (BLUE SKY)
1955
30A123.0
26
47
CYA 317(P)
TO 11 500
OCSL BY NOTAM
(SERIES M)
ESTEVAN REGIONAL
1904
L
50 A123.0
Hitchcock
Halkett
Souris R
2299
(416)
ESTEVAN
Foeda
Bienfait
tank
ST. JOSEPH'S (R)
1878
L
A123.0
2235
(365)
Coalfields
2472
(623)
2180
(320)
2159
(304)
dam
2365
(485)
Roche
Percee
Boundary
Dam
Reservoir
tank
ESTEVAN (SOUTH)
39
CE
ATCHEWAN

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!