

**Diamond Aces RC Flying Club
Main Field
Rules**



MAAC Approved October 16, 2025

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

Administrative Rules

Club: Diamond Aces RC Flying Club (# 682, Zone D)

Field Name: Diamond Aces RC Flying Club Inc.

Location: DARC is located ½ mile north of Clearsprings road and McMunn Yates cement plant, within the Rural Municipality of Hanover.

Field Owners: Diamond Construction 399 # 12 PTH Steinbach MB R5G 1V1

Pilot Station Coordinates: 49° 45' 44" N 96°40' 37"W
(49.4544, -97.4037)

Contact(s): Kevin Allard , 70401 #, President
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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 DARC, or an invited guest of DARC 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. Club's guest qualified pilots are welcome to use the field as guest a maximum of (1) times in the calendar year. Guest flights are only allowed under the direct supervision of a qualified pilot member.

2. Upon arrival at the site, visiting pilots shall familiarize themselves with the site rules, which can be found in the porta potty located on south side of the shed. Attending members shall confirm with the visiting pilot before engaging in any flying activities.
3. Parking is only allowed in the area shown on the site layout map. Parking along the road beside the airfield is strictly always prohibited.
4. Members, club's guests and spectators should avoid driving on the access road leading to the field if there is any sign of excess water or mud. This is especially true during the spring season.
5. No member or club's guest shall operate any category of model while under the influence of alcohol / recreational drugs or other judgment impairing drugs.
6. All pets must be leashed, under control and remain in the parking / spectator area.
7. Everyone must remove their own garbage from the field at the end of their flying day. It is everyone's responsibility to keep their area clean and safe for all. A few garbage cans were strategically placed for your use.
8. A porta potty is available on site during active months for all members, guests and spectators.
9. Spectators are to always remain behind the main fence line. Absolutely no spectators are allowed in the Pit, Start-up, shutdown and pilot station areas.
10. The club executive shall review the club rules at least once a year prior to the Club AGM.

Site/event emergency response requirements

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

½ m N of ClearSprings Road & McMunn Cement Plant

1. A fire extinguisher and sand bucket must be readily available for all powered and electric model operation. Those items are easily accessible in the impound building located mid field behind the main fence line.
2. First aid kits are also available on site. One is in the Shed.
3. Members operating turbine models shall have a personal ABC fire extinguisher beside them when starting their models in the start-up area.

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)	Ex - 3kg/.25ci	2 flying circles
Free flight	Ex - <2kgs	400'agl
Space Models	Not approved	
Surface Vehicles		

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	List any that apply	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 – All RPAS operated over 400'agl MUST conform to the MAAC Manufacturer Declaration/Safety Assurance provision.
3. Club/Site/Event requirements - Mufflers are required on all engines over 0.156 cu. in displacement.
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 CAR900.06 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. In the event a pilot chose higher than 400agl operations then the advanced certificate & higher regs apply.
3. Club/Site/Event requirements. This site recommends that all mRPAS/RPAS Pilots have MAAC Wings, however its use is not mandatory. There are no other qualification requirements for other modelling categories.
4. MAAC Add-on requirements – RPAS Pilots operating over 400'agl 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.

CREW qualifications or requirements.

1. mRPAS requirements - mRPAS do not normally require crew under the CAR. nonetheless members wishing to fly a mRPAS model in First Person View (FPV) shall use a spotter.
2. RPAS CAR requirements - The VO may be any responsible person who has been briefed on the site procedures.
3. Club/Site/Event requirements – Spotters shall be used at any time there are 4 or more pilots stations in operation, and at any sanctioned MAAC event.

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 the 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. Prior to operating over 400'agl the VO shall be briefed:
 - i. on Steinbach (CBJ3) PRO and CAUTION advisories as contained in the CFS
 - ii. on STEINBACH and STE ANNE VFR reporting points.
 - 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 RPA are operating above 400'agl, the VO or responsible nearby adult shall monitor the Steinbach Aerodrome Traffic Frequency (ATF) on VHF frequency 122.7mhz.
 - i. Optionally, at the discretion of the site leaders, or at the request of CBJ3 aerodrome operator, the VO or responsible adult may be equipped with a VHF radio capable of transmitting, provided that person has a valid ROC-A and follows MAAC radio communication protocols.
2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:
 - a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
 - b. Upon spotting/hearing or being advised of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice “AIRPLANE”. **If in doubt, issue the warning.**
 - c. Upon hearing this command, all pilots shall descend to as low 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 ATC, a Transport Canada official, the Program Director 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 is optional, and 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 (above 400’), as outlined in site rules.
3. **PPL+ with no RPAS Certificate - Direct Supervision options** - any MAAC member with a current or expired PPL, may perform RPIC duties as follows:
 - a. supervise a **single** non-certificate holder at any Basic site,
 - b. supervise up to 5 Basic Certificate holders in **uncontrolled airspace** advanced scenario (above 400’), as outlined in site rules.

Notes:

 - c. PPL+ cannot supervise a non-certificate holder in controlled airspace – at least one person must have a valid RPAS operators' certificate.
 - d. PPL+ only holders may not independently operate an RPAS in basic or advanced scenarios unless supervised by an appropriately rated RPAS Certificate holder. A PPL+ only holder cannot supervise another PPL+ only holder while in controlled airspace – at least one person must have at least a valid basic RPAS operators' certificate. If the PPL+ has a valid and current RPAS operators' certificate, then the higher of either provision applies.
4. **RPAS Flight Reviewer – Direct Supervision options** – any MAAC member with a current and valid Flight reviewer Certification may perform all the duties of an Advanced RPAS Certificate holder. RPIC does not affect the Transport Canada flight reviewer program or CAR regulations associated with it.

NOTE - While able to provide direct supervision (only), RPIC members cannot operate an RPAS on their own, unless they meet the CAR RPAS Pilot certification level (Basic or Advanced). Meaning a member with a PPL **only** cannot legally fly an RPAS in Canada, unless supervised by a Basic or Advanced RPAS Certificate holder. Equally, two PPL holders do not equal one RPAS Certificate holder and cannot

supervise one another – one of them must have a valid RPAS certificate for the airspace/scenario being conducted.

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

Instructors/Demo flights

Flight demonstrations and instruction are provided by via cord or direct supervision.

Spotters

1. While spotters are not specifically required by the , their use is mandatory during events.
2. Maiden of a new or rebuilt Model requires a second qualified pilot to act as a spotter. This applies when other pilots or bystanders are present. Exclusive airspace is preferred, otherwise all active pilots at the pilot stations are to be notified prior to flight.

Airspace requirements or permissions

This site is located in Class G uncontrolled airspace

The nearest controlled airspace vertically is CYWG Class Transition Area at 4000'MSL (3154'AGL). There are various Class E airways at 2200'agl.

The nearest controlled airspace is CYWG Class C control zone (SFC-3000') located 24.5nm northwest and CYWG Class E Transition Area based at 700'agl located 14.6nm northwest.

Site elevation: 258m/846'asl

Adjacent Aerodrome Procedures (within 3nm)

This site operates within 3nm of an aerodrome as listed in the CFS or CWAS and is required to provide all members with the following information.

1. Steinbeck (CJB3) and it is located 0.89 nautical miles SSE of the modelling site.
2. The aerodrome has 1 runway # 33 # 15 NNW x SSE Right hand circuits. Modellers should pay particular attention to full-scale aircraft departing NNW runway 15 northbound as they may pass over our site at lower-than-normal altitudes” – a lot of student pilots drift and aerobatic pilots like to come and wave their wings.
3. there are/ no CFS RPA procedures and no other CFS PRO comments that affect our modelling site.
4. In the event of a “fly-away” towards CJB3, you will call the aerodrome operator at 204-326-9877 or 204-346-6215 and advise them of the issue.
5. The club executive has contacted the operator of CJB3 and they have expressed no issues with our RPAS site.

Normal mRPAS/RPAS/model operating procedures

1. Prior to daily operations, a 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 at a minimum visual determination and/or cell phone network time as displayed on personal cell phone to determine legal night.
5. Pilots may fly in formation provided they agree to do so.
6. Refer to the Field Layout Diagram in the Diagrams/maps section near the end of this document which shows the normal site set-up areas such as parking, spectator areas, pit, and start-up/run-up areas
7. MAAC required buffer distances are variable and at this site are:
 - a. 15m flight line to pilot stations, 25m flight line to pits, 40m flight line to spectator and parking area
 - b. Launch of Free Flight models or rockets is not permitted during RPAS operation.
 - c. Operation of RPAS is not permitted when the field is being used for Free Flight or Rockets.
8. All models will be assembled in the pit or designated assembly area. Unpowered testing of controls and failsafe may occur here as well. All powered testing must occur in a start up area.
9. Pre-flight assembly and daily testing requirements:
 - a. All model components must be inspected to ensure they are in working order and ready for safe flying operation.
 - b. All pilots must perform a range check to verify components are working properly and that fail safe setting are active.
10. Pilots using 72 MHz radios must do the following:
 - a. All 72 MHz radios must be narrow band. Only RC aircraft frequencies, as approved by the D.O.C. may be used. Permitted Tx frequencies are listed in the MAAC Safety Code.
 - b. 72 MHz Frequency control procedures shall be in effect. Members are required to provide their own frequency pins indicating the frequency in use. Unpin from the frequency board when not flying. Pins are not to be left on top of the board, as this normally indicates someone that is awaiting a frequency to become available. Pins abandoned on the board are to be put in the frequency board lock box.
 - c. The maximum recommended time pins are to be left on the frequency board is 15 minutes, particularly when another member, present at the field, is sharing the same frequency.
11. All models, including electric powered models, will be restrained before being tested, armed or started in the designated startup areas.
 - a. Plane restraints must be used; either a tail fork, a person holding the plane, or using a start table. A wing up against a field box is not considered proper restraint.

- b. Observe proper field etiquette by avoiding the positioning of your aircraft in such a way that the prop wash or exhaust blows onto other members' aircraft or otherwise poses a hazard or problem.
 - c. Propeller driven planes are to be started facing towards the runway/away from the spectator area.
 - d. Electric powered planes are to be armed facing towards the runway/away from the spectator area.
 - e. Jet aircraft must be started with the exhaust facing away from the spectator area.
 - f. Refrain from running engines at full throttle for extended periods in the pit area – if necessary, take your plane to the engine test area at the north end of the field.
12. Refer to the Diagrams/Maps section near the end of this document for the Site Flying Diagram showing the flying area length and depth, a depiction of the flight line and runway.
- a. All flying and landings are to be done while the pilot remains at a pilot station.
 - b. All flying will be done NNW & due N & Due east within the flight box listed in this package.
 - c. There will be no free taxiing behind the pilot stations and the flight line, except from the start areas directly to the flight line.
 - d. Aircraft may be either carried or taxied from the start areas/tables to the flight line. The model may also be taken directly to the ends of the runway or with permission of pilots at the pilot stations, to the edge of the flight line in front of the start areas/tables.
13. The following are the site take-off, approach, landing and recovery procedures:
- a. Pilots, or their spotter, shall call out all model movements.
 - b. Pilots shall take off into the prevailing winds, or otherwise in agreement with all pilots flying.
 - 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. Aircraft shall not be brought to the flight line by passing between or near the pilot stations. Every effort must be made to keep running aircraft away from the pilots at the pilot stations.
 - e. To avoid placing any transmitters between pilots and their airborne models. Pilots ready to take off should never proceed to any pilot station by walking in front of the occupied pilot stations. Only proceed to an available pilot station by walking around and approach from behind the pilot stations.
 - f. Upon landing, pilots may taxi their planes off the west side of the runway, no nearer than 15m from the end of either the north-edge or south-edge of the runway pavement, depending on the landing direction and at an angle away from the starting tables,
 - g. No person shall proceed to the flightline in front of the pilot stations without permission of other pilots at pilot stations.
 - h. The recovery of landed models in the flying area shall not be done without the agreement of all pilots occupying the pilot stations. This includes landed planes that have stopped while still on the runway and not taxied off under their own power. No other models may take-off until any downed models are recovered. No flying directly over the recovery crew.
 - i. When retrieving aircraft, the transmitter (Tx) must stay inside the flying field. The Tx shall not be taken to the aircraft (for retrieval outside field limits) and it is recommended that the Tx be left at the pilot station. Two people maximum are allowed in the farmer's crop to retrieve aircraft (to minimize crop damage).
 - j. Pilots shall not stand on the surface of the active runway at any time. It should not be necessary to or cross the active runway or flight path except when taking off, or for the retrieval of downed aircraft.

14. Helicopter Specific Field Rules. All helicopter pilots shall follow all rules addressed to the fixed wing aircraft and are entitled to all fixed wing privileges.
 - a. No hovering behind the flight line.
 - b. Keep hovering to a minimum when the runway is in use.
 - c. Hovering only flights or set-up flights are to be done in the hovering area, which is north of the AC assembly area.

Non-RPAS Normal Modeling procedures

Free Flight and Rockets are not permitted during RPAS operation.

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 fullscale 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 7 mandatory for public events. 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

Operation of Free Flight is not permitted during RPAS operations.

Spectator safety

FF aircraft must be launched 40m downwind from any spectators

Space model operations (Rocketry)

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 fullscale 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 out "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

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2. MAAC "spotters" are mandatory at this site. The following are site procedures for ensuring bystander 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

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. The spectator line is 25m from the yellow flight line and approximately 34m from the red flying circles.

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'	CYWG Class C	0.82nm SW	SFC – 3000 (2200 'AGL)	Winnipeg Flight Information Region (204) 983-8338
Above 400'	Control Zone			

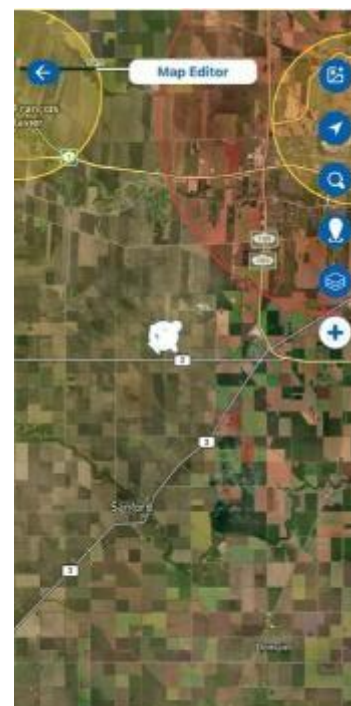
b. Vertically

If you experience a fly away while operating at higher altitudes (above 400'), or if the model is climbing uncontrollably and in the pilot in command's judgement may enter overlying or adjacent controlled airspace, contact the listed agency as soon as possible.

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	CYWG Class E Transition Area (TA) class E	700'agl and above		Winnipeg Flight Information Region (204) 983-8338

Incident Accident

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



flying/modelling will cease until MAAC confirms you may resume operations.

- d. This process is for **your** protection.

Transportation Safety Board (TSB) Protocols

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

A full report shall be forwarded to the TSB within 30 days of the occurrence:

<https://www.tsb.gc.ca/eng/incidents-occurrence/aviation/index.html>

Model damage/repair protocol

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

Service Difficulties

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

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

MAAC Add-ons

RPAS Operations Above 400'AGL

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

Airspace Assessment

There are no controlled airspace volumes (based at the SFC or starting higher) within 2nm laterally of this site. The nearest controlled airspace laterally is the Winnipeg International Airport Class C Control Zone 24.5nm NW. Controlled airspace vertically over this site is based at 2200'AGL (T706 RNAV airway).

1. RPA are required to remain 500' below the base of any overlying controlled airspace, and 2nm laterally clear of any controlled airspace volume, therefore **the highest altitude MAAC can approve is 1700' AGL (above ground level).**

Sufficient Communication requirements

There Steinbach aerodrome is within 3nm of this site (0.7nm south). There are no protected airspace volumes, depicted air routes, or commonly used tracks near this site that require communication capabilities. However, STEINBACH and STE ANNES are VFR reporting points for Winnipeg (CYWG).

Assessment of the normally expected traffic patterns yields the following:

1. Seasonally, prior to commencing RPAS operations above 400'agl, the site leaders will contact the aerodrome operator for Steinbach (CJB3 – OPR City of Steinbach 204-326-9877) and advise them of intended RPAS operations above 400'agl. In accordance with TC AIM provisions (Section 3.4.5), site leaders will make a reasonable effort to accommodate any operational concerns or procedures the aerodrome operator raises. While their permission is not required, MAAC expects cordial relationships with aerodrome operators.
2. Prior to operating RPA above 400', the VO or other responsible adult **shall**:
 - a. Be briefed on Steinbach (CJB3) PRO and CAUTION advisories as contained in the CFS
 - b. Be briefed on STEINBACH and STE ANNE VFR reporting points and
3. While RPA are operating above 400'agl, the VO or responsible nearby adult shall monitor the Steinbach Aerodrome Traffic Frequency (ATF) on VHF frequency 122.7mhz.
4. Optionally, at the discretion of the site leaders, or at the request of CJB3 aerodrome operator, the VO or responsible adult may be equipped with a VHF radio capable of transmitting, provided that person has a valid ROC-A and follows MAAC radio communication protocols. This is 100% optional.

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 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

General site rules – More than one-to-one Direct Supervision

This site is in **uncontrolled airspace only**, 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.

Event Approval

1. ALL MAAC events that require approval or want MAAC insurance must occur at SOC sites and be approved by MAAC. All outdoor events with operable RPAS must be approved by MAAC.
2. **Outdoor events that are clearly listed as “member-only” events** (regardless of reason such as competitions, fun-fly’s, fly-in’s, airshows, air racing, demonstrations or any other organized gatherings) do **not** require MAAC Event SFOC compliance. **All advertising/notice including internal to MAAC must include the following phrase:**

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

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

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

Foreign RPAS Pilots (US or other)

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

Events with RPAS operations above 400'agl and 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/~~RPAS~~ pilots **receive a briefing** on site or event rules using the MAAC minimum checklist (attached).
 - f. All/ any aerobatics **WILL** be done west of the centre line of the runway
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.
 - a. A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
 - b. All RPAS pilots sign the Transport Canada sign in sheet.
 - c. All RPAS pilots receive a briefing on site rules using the MAAC minimum checklist (attached).

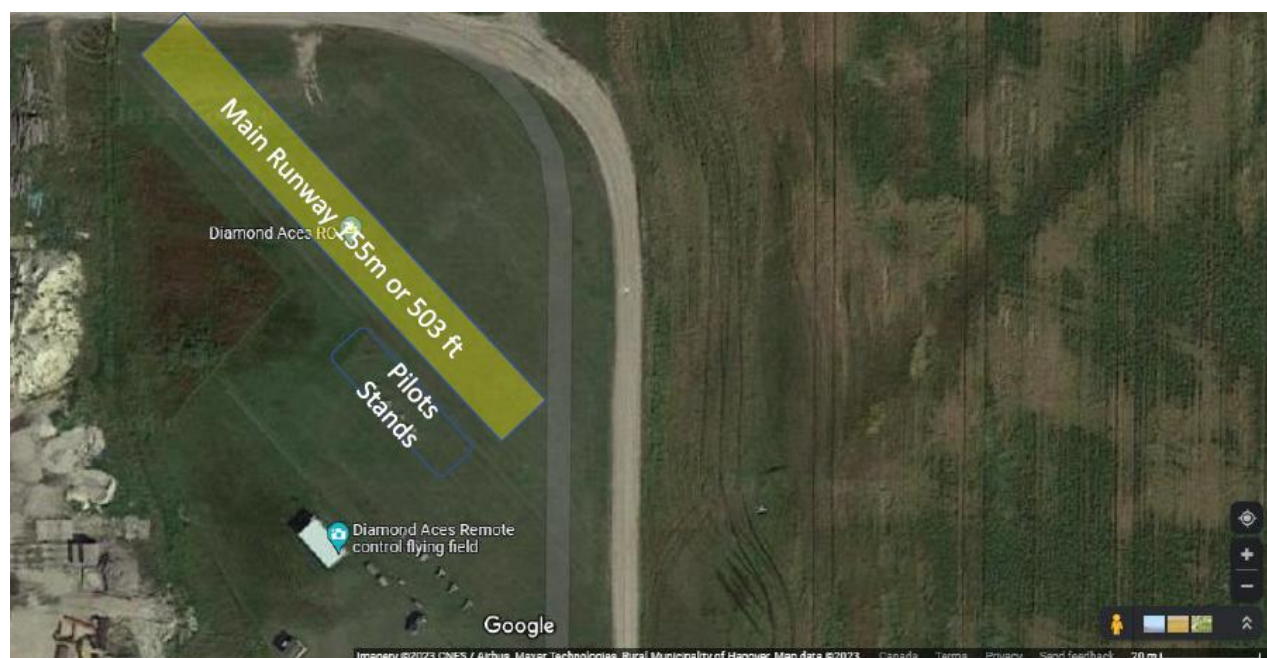
- d. A visual observer is always present when RPAS are flying.
 - e. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.
3. Any member attending an event shall
- a. Comply with all CAR, SFOC, MAAC and club/event rules as required.
 - b. Not operate a model or RPAS unless they attend or obtain a pilot briefing.

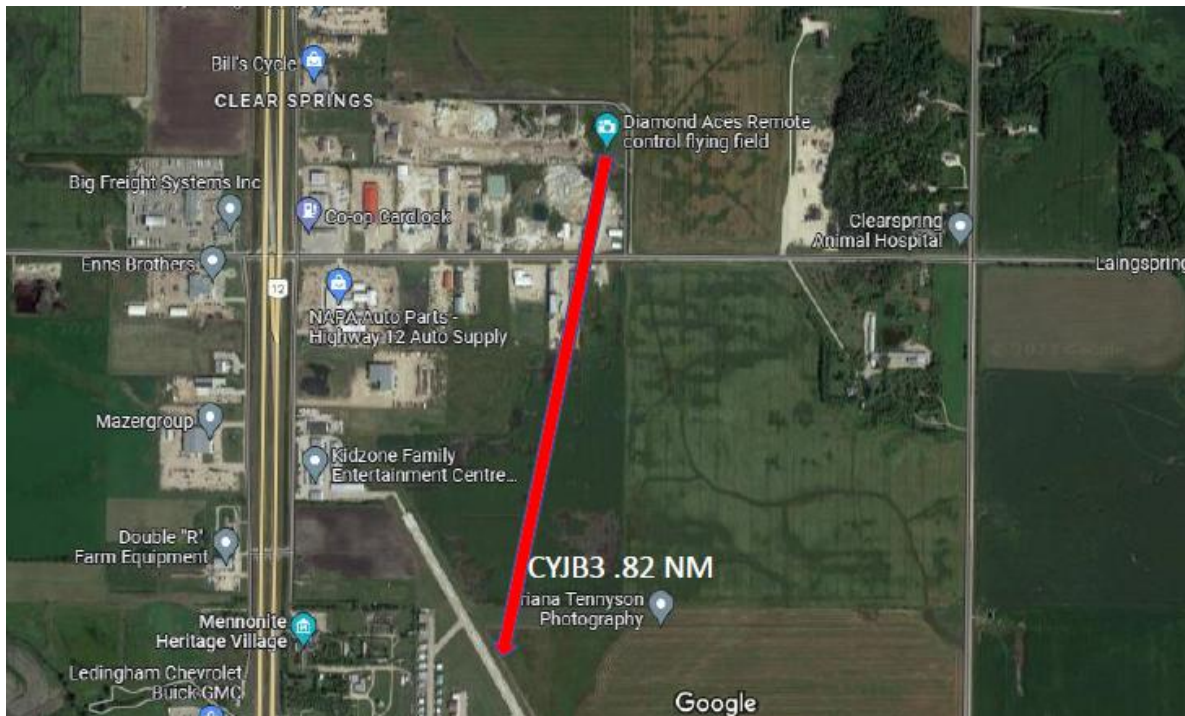
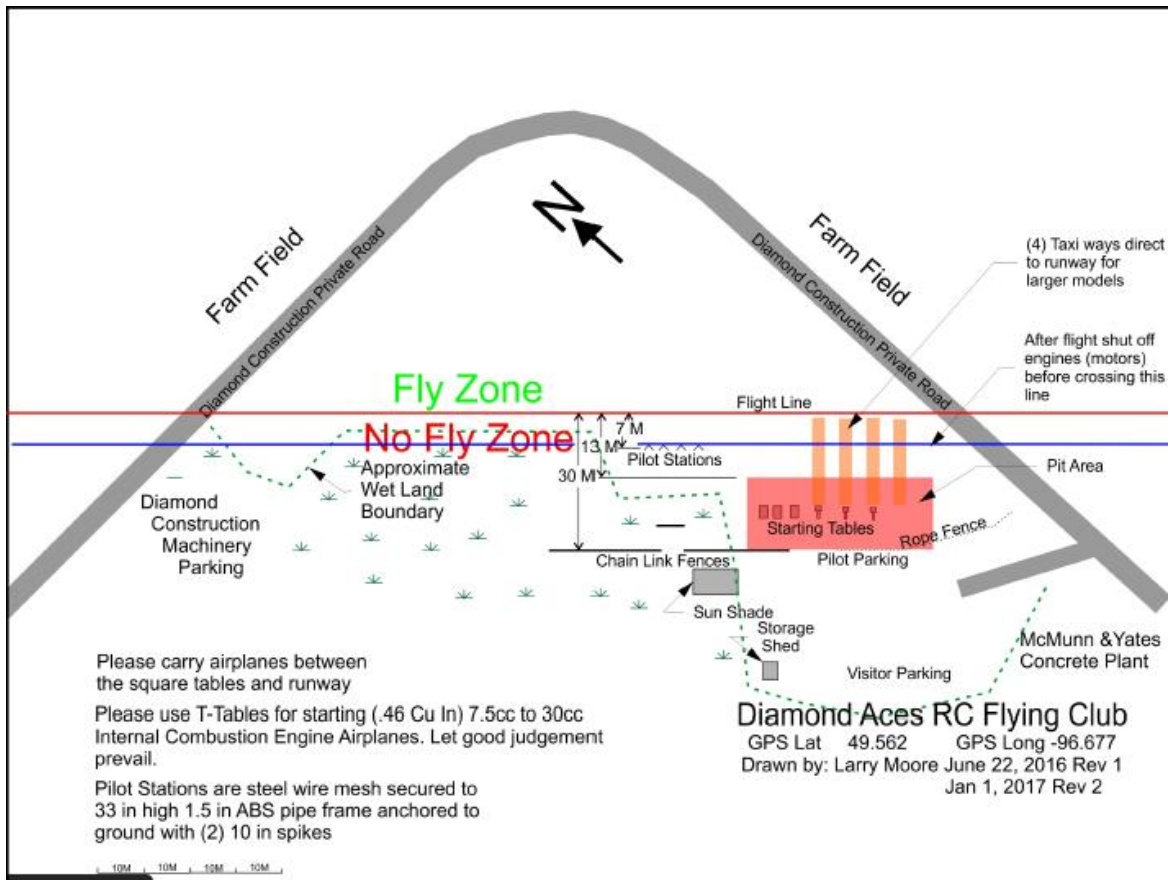
Diagrams/maps

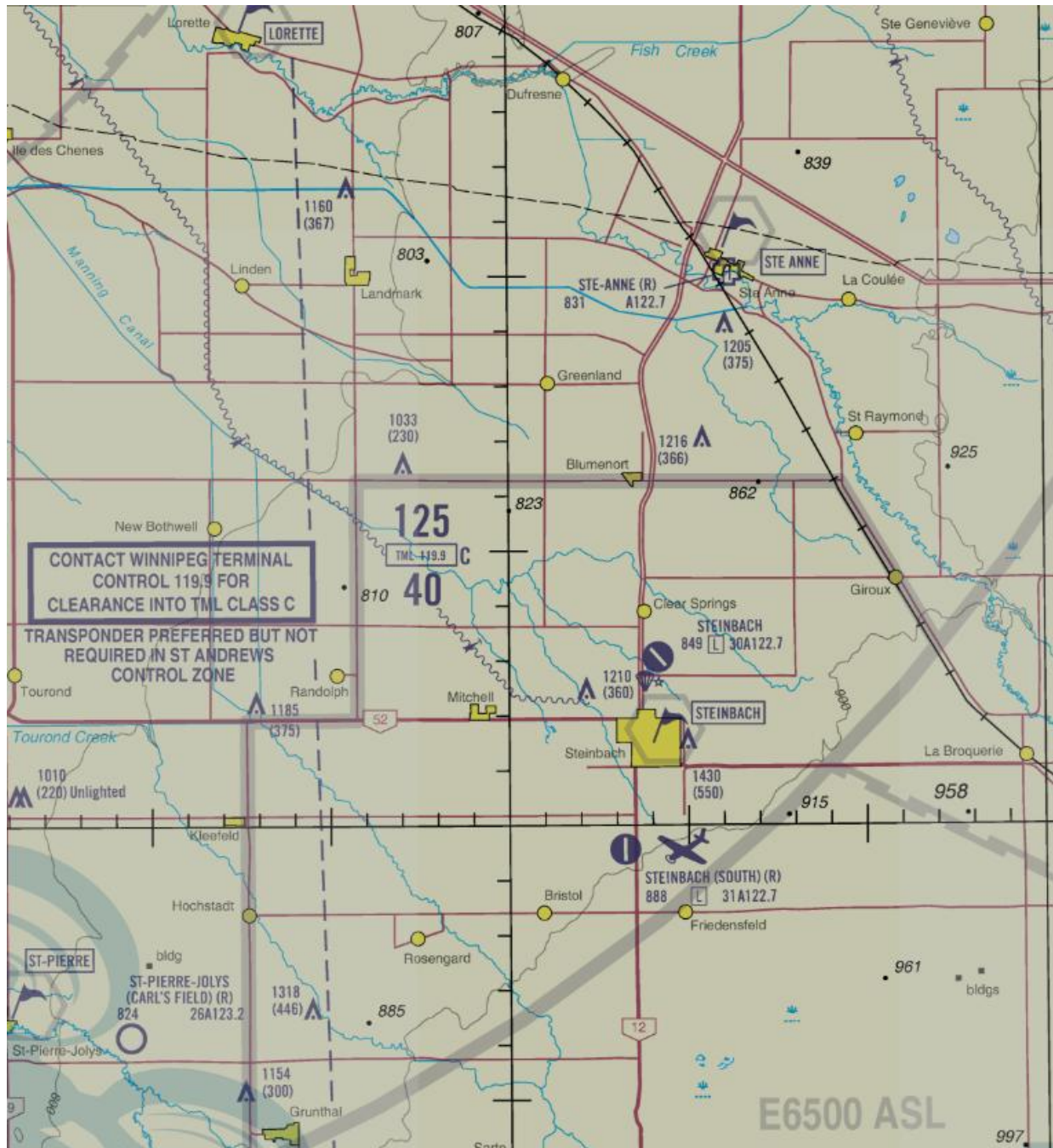
Flying area:



Areas outside the red box are considered **No Fly Zones** except for take-off or landing to or from NE, E or SE with no vehicles on the road. No flying behind active pilot stations.







MANITOBA

AERODROME/FACILITY DIRECTORY

STEINBACH MB

CJB3

REF	N49 33 03 W96 40 50 1N 3°E (2015) UTC-6(5) Elev 849' VTA A5007 LO4 RCAP	
OPR	City of Steinbach 204-326-9877 or 204-346-6215 Reg	
PF	A-1 B-6 14Z±-SS C-2,3,4,5	
FLT PLN	Pilots to open/close VFR flt plan with Edmonton rdo, FISE or by phone. Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA) (file 30 min prior ETD, see PRO)	
FIC ACC	IFR, 204-983-8337 or 888-834-3344 or flt pln by Fax at 204-983-2823 & include phone numbers where pilot can be reached prior to dep.	
SERVICES		
FUEL OIL S	100LL 431-999-3337 or 204-355-8842 All 4,5,6	
RWY DATA RCR	Rwy 15(148°)/33(328°) 3060x75 ASPH Opr	
LIGHTING	15-(TE LO), 33-(TE LO) ARCAL-122.7 type J	
COMM ATF	122.7 5NM 3900 ASL	
PRO	Rgt hand circuits Rwy 33 (CAR 602.96). Do not overfly A/D unless intentions bcst on 122.7 due possible conflict with parajumps. ATS REQUIREMENTS: VFR & IFR Flight Plans, file at least 30 min prior to ETD. Mode C Transponder Mandatory - Acft operating in Winnipeg Class C CZ or TCA require a discrete transponder code which must be obtained by filing a flt plan, flt itinerary or by ctc Winnipeg ACC 204-984-5979 at least 15 min prior to entering. PPR for block airwork, photo flt or tng flt oprg in Winnipeg TCA ctc Winnipeg ACC 204-984-5979 or fax 204-983-2823.	
CAUTION	Model acft activity 0.5NM N A/D. Aerobatics may be in progress within 1NM of airport sfc to 6000 ASL daylight hrs. Bcst intentions on ATF or establish visual ctc with aerobatic acft prior to entering the area. Aerobatic acft above 3000 ASL are in ctc with Winnipeg Tml (121.0). Ocsl parajump activity within 5NM of A/D, daylight hrs Apr 01-Oct 31, activated by NOTAM. Max alt 12,500 ASL. Paradrop target W of Rwy 15/33. Potential bird activity fr spring to fall.	

WARNING!



**AEROMODELING
MAY CAUSE
SERIOUS INJURY!**

**PROCEED AT
YOUR OWN RISK!**

AVERTISSEMENT!

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

**PROCÉDEZ À VOS PROPRES
RISQUES!**

