THIS SITE IS RESERVED

FOR MODEL AIRCRAFT OPERATION ONLY

NO

UNAUTHORIZED DRONE

PERMITTED

MODEL AIRCRAFT OPERATION MAY BE HAZARDOUS – PROCEED AT OWN RISK

PLEASE CONTACT WWW.MAAC.CA FOR ADDITIONAL INFORMATION

PORTAGE PLANES RADIO CONTROL CLUB
GRABBER GREEN SITE
2025 RULES

MAAC Approved October 23, 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: Portage Planes Radio Control Club (PPRCC) (#486 Zone D)

Field Name: GRABBER GREEN

Location: Mile 62 road north, between Road 31 West and Road 338*S*

Pilot Station Coordinates: 49 54 52.9N 98 9 39.40W (49.914694, -98.160944)

Contact(s): Glenn Maxwell, 19470, Secretary/Treasurer, gsmaxwell@shaw.ca
Derek McCutheon, 59988, Safety Officer, haircutboss@outlook.com

Conditions for Use - All persons using this modelling site must:

1. be MAAC members in good standing;
2. be members of PPRCC, or an invited guest of PPRCC; and
3. agree to follow the MAAC Safety code and all other site rules.

Any MAAC member attending an Event at this site must agree to attend any modeller briefing or otherwise read and follow all site/Event rules. The club executive shall ensure that at any event hosting RPAS, these rules are made available and briefed to all RPAS pilots.

Site Administrative rules

1. The site can only be used by normal or honorary members in good standing (paid PPR/CC membership and proof of MAAC), and under no circumstances can the field be used otherwise. KF Aero Contracted Flying Training & Support (CFTS) a member of the Sky Alyne team is the Landlord of the site known as Grabber Green. They have outlined to us that use of this site is under our control and ours only and no other persons can use this field without PPR/CC executive approval.
2. The PPR/CC is an organization that is dedicated to the enjoyment and advancement of all phases of model aircraft activity to the greatest extent possible. We are a group focused on fun and do not segregate any members into different areas and thus No Club members can be excluded from any PPR/C Club event at our field.
3. Any members in good standing flying at the field must have proof of MAAC and PPR/CC Membership Card – KF Aero and Canadian Base Operators (CBO) have indicated that they reserve the right to do spot checks of PPR/CC membership and proof of MAAC for insurance.

4. The PPR/CC is a guest at this field and thus must treat it as a privilege rather than a right. PPR/CC membership has the approval of both the Manager of Flying Operations (MFO), and the airspace controlling agencies (KF Aero and NAV CANADA).
5. Guests are permitted to use the facility for modelling one day per calendar year, if they possess a current MAAC membership and are accompanied by a PPR/CC member in good standing. If they wish to fly more than one day per year, then they must purchase a PPR/CC Membership from any Executive Member. PPR/CC sanctioned events are excluded.
6. Club members are responsible for their guests following the rules listed herein. A guest may be permitted by vote of the executive for a minor extension to the 1-day rule.
7. All family members, spectators and cars shall be kept off the cut grassed area, and out of the landing and take-off path of the aircraft, as determined by the wind direction at the time. Flyers must refuse to fly if this rule is not followed.
8. All garbage and "equipment" must be removed from the field before leaving. This includes cigarette butts, sunflower seeds, balsa, model parts, or pieces of monokote, etc. Everything must be removed from the field; this is not open to interpretation – we will lose our field privileges if this is not adhered to.
9. No flyer or flyer's guest will be under the influence of alcohol or drugs while operating any type of model. If a club member or guest violates this rule, the club members will be suspended. Smoking is not permitted on the Grabber Green flying site. A designated smoking area is located on the North side of the fire hall at Grabber Green.
10. PETS of any kind are allowed on or in the vicinity of the flying field but must be under the direct control of the owner (leash, cage, or obedient to owners commands), and do not create any distraction or danger to those operating R/C models or possible damage to models on the ground in or around the “Pit Area”. Owners of pets that are causing a distraction from the safe enjoyment of the R/C activity at the flying field will be asked to either control or remove their pet. Owners are responsible for cleaning up any mess their pets make on the ground.
11. These rules will be reviewed by the Club Executive once per year.

Emergency Response Requirements - Site

If there is an accident requiring emergency services, call 9-1-1. Cell phone service is adequate for this call.

Directions are: – The site is south of Portage la Prairie on Hwy 240, then east on Hwy 331 (7.5 Km) to Grabber Green Road, then South (1.7 Km), then east to Orange Fire hall (1 Km) located at northeast corner of flying field.

The address to be provided to first responders is:

Mile 62 road north, between Road 31 West and Road 338.
Coordinates for the road access point are 49.914694, -98.160944.

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.

Per our agreement with KF Aero, no modelling activities are to take place at Grabber Green when Portage Southport Control zone (Class D Airspace) is active.

Approved Category	Weight/Power Limits	Altitude/operating limits
mRPAS	Less than 250 grams	400'agl
RPAS	25kg or less	400'agl/600'agl
Tethered (Control-Line)	3kg/.25ci	1 flying circle
Free flight	Not approved	
Space Models		
Surface Vehicles		

MAAC Approved Site Add-ons

The following "add-ons" have been approved at this site, provided all relevant MAAC rules, policy and special flight operations certificate (SFOC) conditions are adhered to by the site and its users. The rules are explained in each sub-section of this document.

Approved Add-on	Weight/Power Limits	Altitude/operating limits
RPAS Weight (25-35kg)	Not approved	
RPAS Altitude (>400'agl)	Less than 25kg	**600**'agl
RPAS Altitude and Weight >25kg	Not approved	
RPIC	See section below	**600**'agl

RPAS/Model technical specifications or requirements or restriction

1. mRPAS requirements – All mRPAS must be flown in direct control mode only. "Drones" are prohibited. mRPAS cannot be registered with Transport Canada. 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 operating above 400' must conform to the MAAC Manufacturer Declaration/Safety Assurance provision.** Otherwise, any RPA/model aircraft may use this site below 400'AGL**.**
3. Club/Site/Event requirements
   a. Due to noise affecting the surrounding community, no internal Combustion Engines are permitted to start before 9:00 am on weekends at Grabber Green until further notice. Electric planes are permitted.
   b. Members are **not permitted to fly "drones or quad copters"** on the PPR/CC site at Grabber Green.
   c. Control line models should normally have a muffler or can be flown with no muffler (1/2 A size motors for example). For larger models/motors, if there are no noise complaints, and the flights are for short duration, then these models may be flown at Grabber Green.

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 **Advanced** RPAS certification or be operating under the direct supervision of a person qualified in accordance with Transport Canada or MAAC policy.
3. Club/Site/Event requirements
   a. PPR/CC members (Junior members) must be at least 16 years of age to operate an mRPAS or RPAS model independently.
   b. A Junior member shall always be accompanied by a parent or guardian (club member) and be under their direct supervision. **When a junior member is flying, no other members may be flying** at the same time.
   c. The PPR/CC member supervising a junior member is wholly responsible for the safety and actions of the junior member while they are operating their model from preparing the model for flight (pre-flight), to final shutdown (post flight).
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 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 – no special requirements
4. MAAC Add-on requirements - RPAS pilots operating over 400’agl **must comply with the MAAC/SFOC CREW requirements** listed in the add-on section.

Crew Rules

Visual Observers

1. Visual observers (VO) are mandatory for RPAS operations 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 at all times. When required at this site, no member shall operate an RPAS unless:
   a. A visual observer(s) is present who has been briefed or trained on any site/event procedures upon spotting a potential conflict with full-scale aircraft.
   b. A minimum of one visual observer per flight line is required.
   c. VO must not watch the models – their sole role is to scan the surrounding sky for approaching full-scale aircraft.

d. Position the VO where they have unobstructed sight lines – sitting in the shade beside a camper/structure is not acceptable. Equally they must be situated to have a reasonable communication ability with all pilots/modellers.
e. Use visual aids as required – sunglasses, wide brim hats, sunshades, binoculars or similar. If positioned far from pilot stations, provide suitable notification means such as air horns, lights, radios etc.

2. Per CAR (901.23(vii)) each site must have rules to ensure a clear full-scale detection and avoidance command/response protocol is in place – there is no time for debates or confusion. MAAC has adopted the following minimum:

a. **MAAC models/RPA shall give way/get out of the way of full-scale aircraft in all circumstances – no exceptions. There is never any onus on full-scale pilots to yield to models – ever.**
b. Upon spotting/hearing or being advised of any airplane that might pose a hazard with modeling activities, the VO shall yell in a loud clear voice **"AIRPLANE"**. **If in doubt, issue the warning**
c. For operations in controlled airspace, if the VO or the person monitoring communications with ATC were to yell "AIRPLANE" the response by RPA pilots is expected to be the same.
d. Upon hearing this command, all pilots shall descend to and safely land their model. The goal is to vacate the airspace and then determine when and if it is safe to resume RPA operations safely.
e. **Lateral deconfliction maneuvers are prohibited above 60'AGL.** Descending to 60'agl (tree top level) is the accepted Transport Canada initial response.
f. Upon determining the full-scale aircraft is no longer a threat, the VO or other persons shall yell in a loud clear voice "ALL CLEAR".
g. If any "official person" such as a peace officer, ATC or their delegate, has given a stop flying order, guidance or similar, all model flying **shall** stop immediately and shall not resume until permission to do so is obtained from person or body that issued the stop flying order.
h. Thereafter modeling activities may resume as normal.

Program Director, Air Boss, ATC Coordinator

While this site is in controlled airspace released to a third party, a Program Director or an Air Boss is not required unless otherwise mandated by KF Aero Contracted Flying Training & Support (CFTS) or NAV CANADA.

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 over 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 over 400’, as outlined in site rules.

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

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

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

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

Instructors/Demo flights

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

Spotters

Spotter and helper use is up to the individual modelers. The club may require spotters during events, and this will be included in the daily pilot briefing.

Airspace requirements or permissions

Do not contact NAV CANADA – do NOT use NAV DRONE at this site.

This site is wholly inside the Southport, Mb Class D control Zone (CYPG) **controlled airspace** operated by KF Aero on a contract with the DND. NAV CANADA has confirmed for all intents and purposes, RPAS airspace approvals per CAR901.71 are the responsibility of KF Aero – including for when the Portage Southport ATC tower is closed, or otherwise operations at Portage Southport cease for the day.

1. **Per our agreement with KF Aero, no modelling activities are to take place at Grabber Green when Portage Southport Class D Airspace is active**.

2. **Normally**, KF Aero/Southport ATC Tower is active Monday to Friday from 0800 to 1700 exc holidays and the airspace is **class D controlled airspace**. **The airspace may also be active later during the week or on weekends.**
   a) RPAS models shall **only be flown after 2300Z weekdays (1700 local time) or on weekends provided the KF Aero Portage ATC Tower is closed.** Members shall check for NOTAM updating the status of the airspace prior to flying RPAS. This may be done using RPAS Wilco or the NAV CANADA NOTAM Portal.
   b) When arriving at the airfield – flying cannot be permitted if there is a CBO fire vehicle parked in front of the building. Permission must be obtained from the occupants of the building or by calling Southport Control Tower on 204-428-2470. If Southport Tower says that no aircraft flying is in progress, they can grant permission for RPAS to fly. If there is no answer, then all flying is permitted.
   c) If a helicopter or aircraft arrives in the immediate area, all models must be landed immediately, and the area must be cleared as soon as possible.

3. mRPAS requirements – mRPAS do not require specific airspace permission other than those listed for operating at Grabber Green as per the above.

4. Event requirements – All events require MAAC approval. Provided any event occurs when Southport ATC tower is closed, additional airspace permission is not required.

5. MAAC Add-on requirements – operation of RPA above 400'AGL must comply with the MAAC Manufacture declaration and SFOC.

Adjacent Aerodrome Procedures (within 3nm)

There are no aerodromes listed in the CFS within 3nm of this site, therefore MAAC see and avoid procedures are deemed adequate for aviation safety.

The nearest aerodrome is Southport (CYPG) located 4.43nm west which is both a registered aerodrome for fixed wing aircraft and a certified military heliport. There are no CAR or CFS specific rules required for Southport.

Portage La Prairie North (CJL2) is 7.23nm north of the Grabber Green site and does not require any additional considerations.

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 for RPAS are:
   a. no cloud ceiling (BKN or OVC) estimated at 1000'agl if the site approved altitude is less than 400', or **less than 1000' above any higher site approved altitude**, and
   b. the RPA will be able to remain 500' vertically and 1 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 – there is no aviation weather available for CYPG so RPAS pilots may estimate cloud ceilings and visibility, provided they do so in good faith understanding the purpose of weather limits is to safely operate their model (VLOS), and ensure they can see approaching full-scale aircraft. As a guide, the visual distance from the centre of Grabber Green to the treeline (north) is approx ½ sm.

   NOTE – pilots operating RPAS above 400' AGl must ensure there is no ceiling 1000' above the maximum approved altitude for the site (1700' = no BKN or OVC below 2700')

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 at this site. Members shall use the Portage La Prairie weather channel time to determine legal night.
   a. NOTE: RPAS operation above 400'AGL are not permitted at "night" per the SFOC.

5. There is no maximum limit on the number of airborne RPAS permitted (other than when a junior member is flying rule), provided all pilots agree to any additional airborne RPAS that exceed available pilot stations, and those pilots stand near the pilots stations. Pilots may fly in formation provided they agree to do so.

6. Refer to the attached **map**/diagram of normal site set-up areas such as parking, spectator areas, pit, or assembly areas, and start-up/run-up areas including confirmation of the MAAC required buffer distances.
   a. There is an established pit area on the south side of the field. When any group of flyers is at the field, the first flyer may establish a pit area other than the established pit area on the south side. Other flyers should then plan to set up their equipment and assemble their models in this area away from the flight path. Vehicles can be used to load and unload equipment but must be parked so not to interfere with the flying activities.
   b. At times of the year when the ground is soft, vehicles are strictly prohibited on the grass area of Grabber Green. This must be absolutely adhered to. When in doubt, park the vehicle and carry your models and equipment to the flying area. The conditions of the field will be circulated by e-mail with any pertinent information with respect to the date of the field closure/opening.
   c. During MAAC sanctioned events held at Grabber Green, the established pit area on the south side shall be used, with vehicles parked south away from the pit area or past the South Orange markers (orange dog houses).

7. Please ensure all pre-flight assembly and daily testing requirements are done in the designated area.
   a. Prior to flying any RPAS, at least once per day members must confirm fail-safe settings are active where required (per MAAC manufacturer declaration).
   b. All models, including electric powered models, will be restrained before being armed or started in the designated startup areas. All pilots flying gas/nitro powered models, turbines and “Open Flame Engines” must have fire extinguishers available for immediate use if necessary. Restrictions may be placed on Turbines and/or Open Flame aircraft during certain times of the year when dry conditions (within a 2-mile radius or provincial fire ban is in place) may be an issue – in such cases permission must be obtained from the executive.
   c. No taxiing of aircraft in the pit area. No taxiing into the pits and for safety reasons aircraft should be shut down before entering the pit area after flight.
   d. As a consideration for spectators and other pilots, a full power run up in the pits is not allowed. Aircraft should be run up downwind safely away from the pit area and spectators, OR aircraft that are excessively noisy shall be run up on the flight line. Do not conduct prolonged engine tuning if other pilots are flying.

8. Refer to the attached map 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. It is preferred that small electrics and helicopters fly on the downwind side of the flight line. This will allow other fixed wing pilots to keep these aircraft types visual during landing.
   b. When R/C gliders are being flown, the “Hi-Start” should be positioned so that when extended, or once released it does not fall onto the cut “flying field” or the pit area. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations.

9. The following are the site take-off, approach, landing and recovery procedures:

a. mRPAS may be operated anywhere within the designated overall flying area, provided they do not conflict with other modeling activities. The site shall use a first come first to fly protocol. Please share the space amongst fellow modelers.
b. Pilots, or their spotter, shall call out all model movements.
c. Hand launching and bungee launching shall be done in agreement with any pilots flying – normally off to one side of the pilot stations/dock.
d. The direction of take-off landing and traffic pattern will be determined by the prevailing winds. If there is no wind, all take-offs etc. shall be made using the east or west area of the field, with the flyers back to the sun. For glider operations, a determination will be made by the contest director, with the vehicles and pit area situated along the edge of the field outside of the "Orange field Markers".
e. The pilot of a model that has lost power will yell "Dead stick", to advise others flying that he is committed to landing. All pilots intending to land or take off must also advise others by yelling "landing", "Taking Off" or "Launching" as applicable.
f. The recovery of downed models in the flying area shall not be done without the agreement of all pilots flying. Flyers must not wander to the middle of the field while others are flying. The pilot must remain close to, but behind the established flight lines as directed by MAAC field layouts and noted by the PPR/CC Inner Field Required Safety Distances. The exception to this is for the purpose of picking up a plane on the field to remove any danger to pilots landing their models. The pilot must inform all other flyers with planes in the air that they are doing so, and only proceed on the field when safe to do so. A safety spotter will monitor the recovery of the model and advise all fliers when the field is clear. Thereafter no new models may take-off until the downed model is recovered. No flying directly over the recovery crew.

Note: If members are required to enter farmland surrounding Grabber Green to recover their models, a maximum of two persons may enter the area and remain between the rows of crops to minimize any damage to the surrounding crops. **Under no circumstances shall vehicles be driven into these areas.**

Non-RPAS Normal Modeling procedures

Tethered model operations - Control Line

1. Control line models may only be operated in the designated circles when other modeling activities are not taking place. Please use a common sense first come first served method.
2. Please remove all support gear when done flying control line.
3. In the event of a by-stander or other member inappropriately approaching the flying area, ALL control line Pilots must immediately climb the model to as high an altitude as is possible (above head height) OR land immediately. This may require an intentional forced landing/crash away from the approaching bystander.
   i) The spotter or pilot should endeavor to warn the bystander to remain clear of the flying area and outside the safety buffer distance. Call in a firm loud voice "STOP - stay back" and waving your arm(s) is recommended; and
   ii) If you perceive the bystander to be in danger, and do not have a reasonable expectation to ensure their safety, "ground/crash/stop" your model by any means possible away from the bystander and in a manner that is as safe as possible.

Free Flight model operations

Free-Flight (Is any model that's size and weight pose a personal injury risk 250 grams and up)

1. No launching of Free-Flight models if there is cloud present below 1000' above the model flying area or above max rocket/free flight expected altitude;
2. No launching of Free-Flight models if the horizontal visibility requirement is less than 3sm around the modeling area;
3. No launching of Free-Flight models if there are other obscuring conditions (fog, smoke, haze etc.) which could make spotting full-scale aircraft or bystanders difficult;
4. IF there is any safety concern (aircraft, by-stander, etc) prior to releasing a Free-Flight model, ALL members must immediately stop any launch activity and disarm the power/launch system; and
5. 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.

NOTE: In the event of any type of free flight model "fly-away" towards Portage la Prairie, you may call RCMP at (204) 857-4445 and advise them of the issue.

Space model operations - (Model Rockets)

1. Model Rockets shall not be launched at night;
2. Model Rocket motor size shall be limited to commercially available motors (Estes type) and limited to model rocket weights of 15 oz or less;
3. Model Rocket models batteries shall not be connected to launch/ignition equipment or active systems shall not be connected to igniters, and launch keys not inserted unless the model is on the launch pad either restrained or ready for launch – no exceptions;
4. Prior to inserting the launch key, or otherwise arming the launch system, the modeler or their spotter shall scan the sky in a full 360 degrees for any approaching full-scale aircraft. The countdown shall not commence until all involved are satisfied there is a safe launch window;
5. At the 5 second mark, the launch officer shall pause the countdown one more time to scan the sky one more time. If all clear, then commit to the launch procedures;
6. IF there is any safety concern (aircraft, by-stander, or member) ALL members must immediately stop any launch countdown and disarm the ignition system; and
7. If there is a safety concern after a model rocket has already been launched, the spotter or modeler should endeavor to warn the bystander to remain clear of the launch/recovery area and stay outside the safety buffer distance. Yelling in a firm loud voice "STOP - stay back" and waving your arm(s) is recommended.

Surface Vehicles (cars/boats) model operations

1. Surface models may only be operated in the designated areas when other modeling activities are not taking place. Please use a common sense first come first served method;
2. ALL members must immediately stop their vehicles or steer them to an area away from the where the bystander is approaching from; and
3. If the bystander is in immediate danger, the spotter or modeler should YELL in a firm loud voice "STOP - stay back" and waving your arm(s) is suggested.

Emergency procedures

Fly-away or lost link.

RPAS pilots are required to know who to notify in the event of a RPAS fly-away outside our MAAC approved flying areas **which could reasonably enter** the nearest controlled airspace volume. Note this process is not required for temporary flight immediately outside the MAAC approved flying area, or for known crashes/off site "landing" outside the MAAC approved flying area.

1. If you experience a RPA fly-away, and in your judgement as the RPA pilot in command (including RPIC scenarios) the RPA has sufficient energy or capability to fly to and enter the identified controlled airspace volume (either laterally or vertically, or both), you are legally required to attempt contact with listed agencies below and advise them of the fly-away situation.

2. MAAC has assessed this site and determined the following:
   Fly-away, loss or orientation or any other type of event where control of the RPAS is lost and the flight path heads out of the flying area:
   a. For RPAS operation under the KF Aero (landlord, and Southport ATC) agreement, the member must call Southport "3 CFFTS Mil Ops" at 1-204-428-4139 (during normal operating hours).
   b. RPAS operation when Portage Tower (ATC) is closed, if you believe there is a risk the RPAS may travel far enough, or high enough to enter other controlled airspace surrounding our site, you may call the **Winnipeg Center Shift Manager at 1-204-983-8338. This is 100% optional and not a CAR requirement.**

   The nearest controlled airspace volume(s) outside of KF Aero/Southport Control Zone are

   a. Laterally

Nearest Controlled Airspace – Fly-away - Laterally				
Altitude	Name, Class, Type	Distance and Direction	Altitude	Contact Info
Below 400'	CYWG Class C CZ	29nm East	SFC to 3000	**Winnipeg Flight Information Region** (204) 983-8338
Above 400'	Same			

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

Nearest Controlled Airspace – Fly-away - Vertically				
Location	Name, Class Type	Based at	Other	Contact Info
Over site	CYPG Class E TA	700'AGL		**Winnipeg Flight Information Region** (204) 983-8338

Incident Accident

1. If there is any type of near miss or safety concern between a full-scale aircraft, bystander and our RPA/models, **ALL FLYING/MODELLING** SHALL cease immediately. The members involved should fill out a MAAC reportable occurrence report and submit that to MAAC and the Site/Event organizer and follow MAAC policy.

    a. If the member(s) involved believe the risk was very minimal, they may complete their own self declaration or risk assessment using the MAAC form. Submit a copy of the form to the Site/Event organizers when able and recall if this involved RPAS you must keep this form for one year (CAR901.49 (2)). Resume flying/modelling when done;
    b. If the member or Site/Event operators deems the event serious, flying/modeling will not resume until members are given permission by the Site/Event organizers – in writing;
    c. If there is physical contact between a full-scale aircraft, a by-stander, a spectator and a MAAC RPAS/model – all modeling activities will cease until MAAC confirms you may resume operations; and
    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
When Southport releases control of their Control Zone airspace, 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 29nm East (CYWG Class C Control Zone). Regardless of Southport releasing control of the CYPG Class D Control Zone, controlled airspace vertically over this site is based at 700'AGL (CYPG Class E TA).

1. RPA are required to remain 500' below the base of any overlying controlled airspace, and 2nm laterally clear of any controlled airspace volume. However, MAAC may authorize reductions of 100' below Class E TA Airspace, therefore **the highest altitude MAAC can approve is 600' 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. Assessment of the normally expected traffic patterns yields the following:

1. There are no aviation communication requirements.

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

1. At least one VO shall be positioned near the flight line, within earshot at normal conversational voice levels. If needed, equip the VO with a noise making device to supplement any aircraft warnings.
2. The VO 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.
3. As the MAAC approved altitude flying area is within 2nm laterally or 500' vertically of adjacent controlled airspace, the VO cannot assume any other role.

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 Pilot in Command

RPIC 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 an RPIC issue to an individual RPA shall be acknowledged by the individual pilot (student)
        iii. Any group RPIC commands shall be acknowledged by all students.
    e. Students, upon hearing any flight safety directions such as "airplane" are free to comply with stipulated site responses without waiting for the RPIC to issue the command. They shall, however, confirm any such action with the RPIC as soon as possible thereafter.
    f. Any student experiencing a dead stick or urgent landing situation is permitted to take whatever actions they deem appropriate to ensure the safety of their model, and the site occupants.
    g. In the event of a disagreement between RPIC and students, other site officials or members, the student shall follow the RPIC directions or commands.
4. The maximum number of students to one RPIC ratio is five,
    a. all students shall possess a "Basic" RPAS operators certificate and be able to independently operate their RPA.

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

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

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

<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, you **must** meet the MAAC SFOC requirements (the SAG will work with clubs on the rules required). All advertising/notice, including internal to MAAC **must** include the following phrase:

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

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

Over 400'agl and above 25kg - Not approved

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

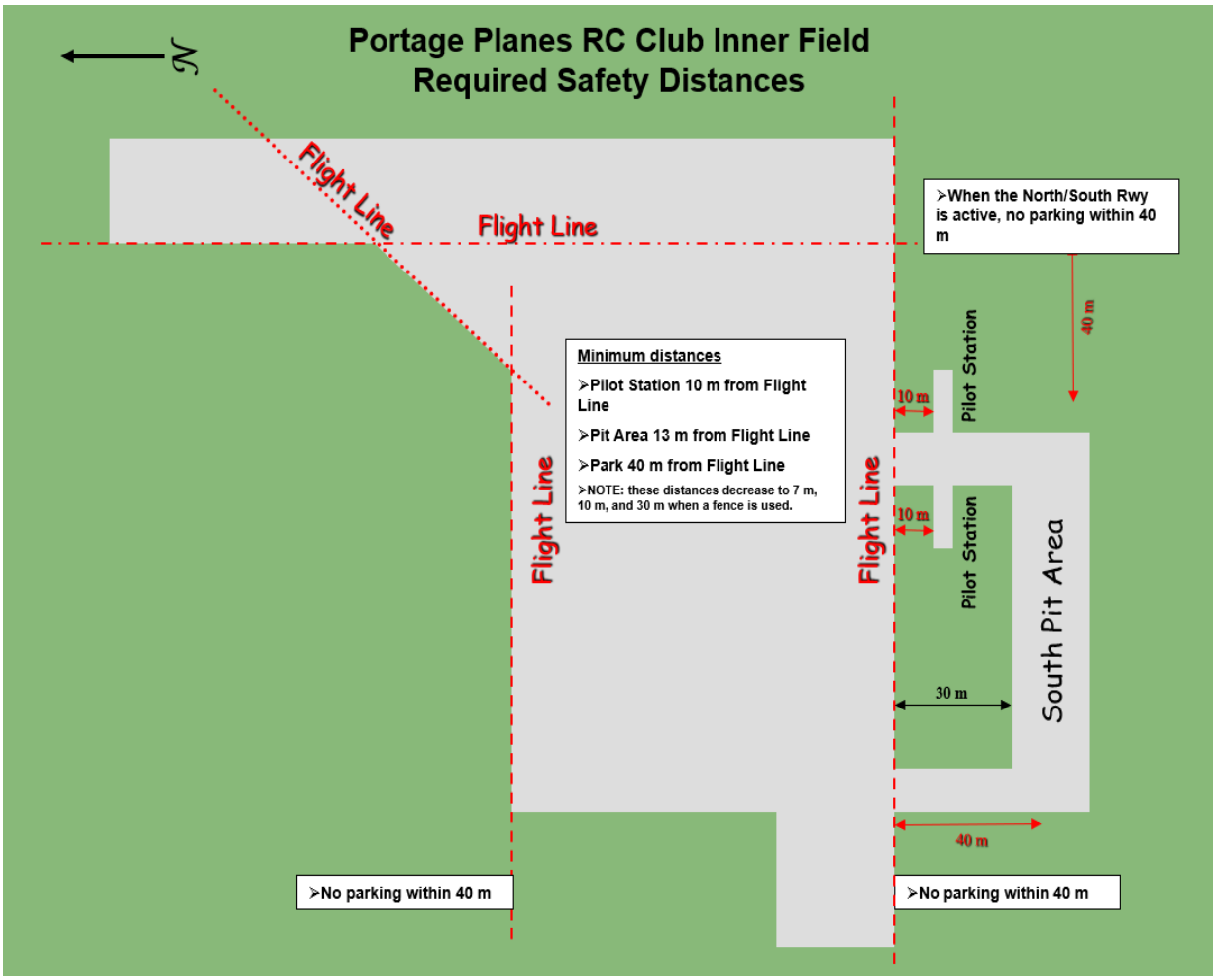
1. The club/event organizers shall:
   a. Prior to submitting an event approval application, ensure they have read all MAAC policy and have submitted an event package indicating they have complied as best as possible.
   b. Ensure the site meets all MAAC event organizational and logistic requirements such as signage, parking control, spectator safety barriers, washroom and food provisions, and fire/medical safety requirements commensurate with the expected attendance.
   c. Ensure the event complies with MAAC event policy and any CAR or SFOC requirements.
   d. Ensure all attending modellers/RPAS pilot are current MAAC members.
   e. Take reasonable steps to ensure all attending modellers/RPAS pilots receive a briefing on site or event rules using the MAAC minimum checklist (attached).

2. In addition to all the above and the club rules, at any event where the public is in attendance under the MAAC SFOC, the event organizers are responsible to ensure:
   a. MAAC warning signs are posted at all public entry points.
   b. A copy of the MAAC SFOC and application are on site and available to all RPAS pilots.
   c. All RPAS pilots sign the Transport Canada sign in sheet.
   d. All RPAS pilots receive a briefing on site rules and
   e. A visual observer is always present when RPAS are flying.
   f. Ensure all follow up actions are completed after the event, most notably any Transport Canada paperwork.

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

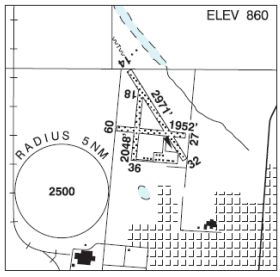
Diagrams/maps

Site set-up diagram.

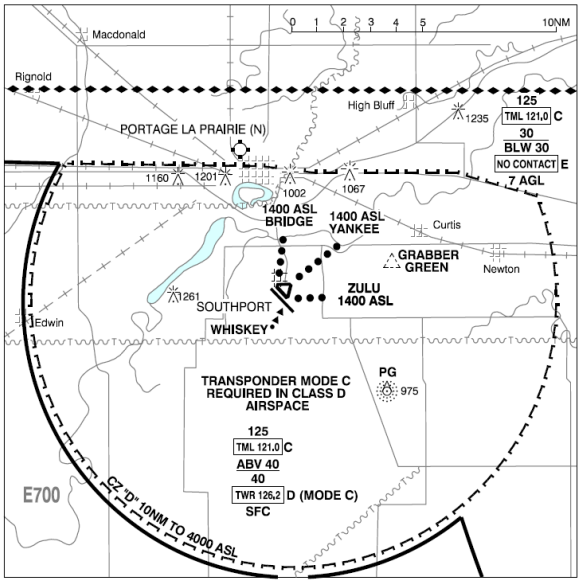


PORTAGE LA PRAIRIE (NORTH) MB CJZ2

REF	N49 59 36 W98 18 12 Adj NW 4°E (2017) UTC-6(5) Elev 860´ VTA A5007
OPR	Portage Flying Club Rick Yaskiw 204-857-4212 Reg
PF	C-1,2,3,4,5,6 A/D clsd in win
FLT PLN FIC	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)
SERVICES FUEL S	100LL PN 4,5,6
RWY DATA RCR	Rwy 18(182°)/36(002°) 2048x75 GRASS Rwy 14(144°)/32(324°) 2971x90 GRASS Rwy 09(093°)/27(273°) 1952x75 GRASS Opr ltd win maint
COMM ATF	tfc 122.8 5NM 3000 ASL excluding the YPG Class "D" CZ.
PRO	Rgt hand circuits Rwy 18, 27 & 32 (CAR 602.96), circuit hgt 1600 ASL. Aprt in close proximity to Southport class "D" CZ, for flt info ctc Southport TWR.
CAUTION	Bldgs and P-lines 1000' N thld Rwy 14 and parallel to E side Rwy 14.



PORTAGE VFR TERMINAL PROCEDURES CHART




NO RPAS PERMITTED
Parking/spectator area
Safety Barrier
Control line circle 70 ft
Grabber Green Helicopter
Rocketry Area
Free Flight Launch area
Surface RC vehicles area


SOUTHPORT
PORTAGE
OAKVILLE
125.
30
BLW 30
7 AGL
125
ABV 40
40
SFC
D (MODE C)

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!